

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

## **Report to PTAC on STIF Selection Committee Funding Recommendations**

### **Contents**

- I. Executive Summary
- II. Application Review Process
- III. STIF Selection Committee Prioritized Funding Recommendations
- IV. Do Not Fund Recommendations
- V. Reduced and Conditional Funding Recommendations

Appendix A – Funding Recommendation Summary with Project Task Totals

Appendix B – Qualified Entity Advisory Committee and ACT Feedback Report

Appendix C – Qualified Entity Advisory Committee and ACT Project Prioritization Report

### **I. Executive Summary**

On May 7, 2019, the ODOT Statewide Transportation Improvement Fund (STIF) Selection Committee convened to review the preliminary project rankings for applications submitted for funding consideration under the STIF Discretionary Fund Program and the Statewide Transit Network Fund Program, which encompasses the STIF Intercommunity Discretionary Fund and funding available under FTA Section 5311(f). The resulting funding recommendations are detailed in this report for review by the Public Transportation Advisory Committee (PTAC).

In accordance with OAR 732-044-0030(4), ODOT prepared a recommendation that includes a prioritized list of applications to be accepted and applications not to be accepted. In making its recommendation, the STIF Selection Committee considered input received from relevant Qualified Entity Advisory Committees (Advisory Committees) and the Area Commissions on Transportation (ACTs). OAR 732-044-0030(5) calls for PTAC to review and recommend a list of prioritized projects for funding to the Oregon Transportation Commission (OTC), considering input from ODOT, the Advisory Committees, and the ACTs.

Before detailing the STIF Selection Committee's recommended project prioritization and funding, this report will provide a summary of the application review process.

Included as appendices to this report are the recommended fund awards, broken out to provide project type information, as well as reports reflecting Advisory Committee and ACT project feedback.

### **II. Application Review Process**

On February 1, 2019, ODOT received 64 [applications](#) for consideration for FY 2019-2021 funding. ODOT Rail and Public Transit Division (RPTD) staff reviewed the applications to determine applicant and project eligibility under each fund source. On February 15, 2019, applications were shared with the Advisory Committees and ACTs that concerned the given entity's geographic area of responsibility. ODOT collected

funding recommendations and other feedback from these entities through April 12, 2019. The Advisory Committees had the option to provide a prioritized ranking of projects for their geographic area of responsibility. The funding recommendations, comments, and prioritized rankings from Advisory Committees and ACTs are provided in Appendices B and C.

ODOT RPTD formed a STIF Selection Committee (Committee) to score each submitted application and finalize the funding recommendations provided in this report. Prior to scoring, the Committee met via teleconference to review the STIF Selection Committee Charter and receive an orientation on application scoring. The purpose of this meeting was to clarify the role of the Committee and the responsibilities of its members, review conflict-of-interest guidelines, provide a timeline for application review, and review key considerations for application scoring. The 2019-2021 Selection Committee consisted of 11 members, including each regional transit coordinator, two additional members from the ODOT Transit Section Policy Unit, one member from the ODOT Rail Section, one member from ODOT Active Transportation, and one external stakeholder from PTAC.

The Committee members were given access to the applications for scoring between April 5 and April 29, 2019. Applications were scored on how well they satisfied the six OTC-approved project selection criteria. The Committee scores resulted in preliminary project rankings under each fund program. The Committee members used these rankings, their knowledge of the statewide transit network, and the Advisory Committee and ACT feedback to finalize its funding recommendations to PTAC during the May 7 Selection Committee Meeting.

The below chart summarizes the projected fund availability for each fund source for the 2019-21 biennium, pending the Legislature’s adopted budget. The chart also outlines the total recommended award amounts for each fund source. STIF funding not dispersed during the 2019-21 fund cycle will be included in the 2021-23 biennium fund allocation.

<b>Fund Program/Source</b>	<b>Projected Fund Availability</b>	<b>Recommended Total Awards</b>
STIF Discretionary Fund Program	\$ 11,218,000	\$ 10,579,710
Statewide Transit Network Program	\$ 10,616,024	\$ 7,802,941
STIF Intercommunity Discretionary Fund	\$ 8,975,000	\$ 6,557,327
FTA Section 5311(f) Fund	\$ 1,341,024	\$ 1,245,614

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

The following application charts represent the recommended prioritization of project funding under the STIF Discretionary, STIF Intercommunity Discretionary, and FTA Section 5311(f) funds, respectively. Additional detail, including project task funding totals, can be found in Appendix A.

#### **STIF Discretionary Fund Prioritized Funding Recommendation: FY 2019-21**

<b>Rank</b>	<b>Applicant (PTSP)</b>	<b>Application Title</b>	<b>Recommended Grant Amount</b>
<b>1</b>	Malheur County	Capital/Public Transportation Vehicle Purchases	\$307,899

2	Oregon State University	GTFS-ride: Implementation and extension of the Transit Ridership Standard	\$530,781
3	Rogue Valley Transportation District	Eagle Point Intercity Route	\$598,140
4	Coos County	Closing the Coastal Connection	\$399,330
5	City of Albany dba Linn-Benton Loop	Linn-Benton Loop Expansion Bus	\$352,000
6	City of La Pine	La Pine Station	\$744,835
7	Josephine County	Additional Commuter Runs - JCT Service	\$156,022
8	City of Pendleton	Bus Application	\$76,000
9	Salem Area Mass Transit District	Replacement for Regional Buses	\$892,046
10	SMART - City of Wilsonville	SMART Express Medical Shuttle	\$303,000
10	Tri-County Metropolitan Transit District of Oregon	TriMet Express/Limited Stop Bus Network Study	\$120,000
12	Rogue Valley Transportation District	Ashland Demand Response Micro-Transit Demonstration Project	\$514,000
13	Sunset Empire Transportation District	Astoria - Portland Inter-community	\$738,000
14	Salem Area Mass Transit District	Regional Bus Stops Improvement and Routing Changes Project	\$49,417
15	Lincoln County Transportation Service District	Coast to Valley Express Service Expansion	\$721,800
15	Tri-County Metropolitan Transit District of Oregon	TriMet Transit Priority Spot Improvements	\$160,000
17	City of Pendleton	ADA Minivan	\$48,000
18	City of Corvallis	Philomath Connection Bus	\$402,300
19	Basin Transit Service Transportation District	Basin Connect Community Transit Service	\$213,203
20	Washington County	Community Transit and Demand Response System Technology Capital Improvements	\$324,768
21	Morrow County	The Loop Morrow County Transportation	\$120,125
22	Salem Area Mass Transit District	Feasibility Study for Transit Services between Albany and Salem	\$55,556
23	Tillamook County Transportation District	TCTD Alternative Fuels Project	\$288,000
24	Coos County	Lifeline Route	\$224,820
25	City of Corvallis	Corvallis Transit System Bus	\$366,328

26	Gilliam County Transportation	Developing staff and drivers	\$102,328
27	Gilliam County Transportation	Fleet for the Future	\$126,000
28	Tri-County Metropolitan Transit District of Oregon	Friends of Frog Ferry Operations and Finance Plan	\$200,000
29	Grant County Transportation District	Expansion Vehicle	\$117,000
29	Josephine County	Josephine County on Demand Transportation Service Solutions - late evening pilot	\$498,440
31	Union County	Capital Purchases	\$107,757
32	Grant County Transportation District	Bus Shelter at High School	\$93,600
33	SMART - City of Wilsonville	SMART Intelligent Transportation System	\$424,000
34	Grant County Transportation District	Bus Station Expansion Phase 2	\$45,200
35	Columbia County Rider	GPS/Online Tracker System	\$31,050
35	Grant County Transportation District	Vehicle Hardware/Software	\$111,847
37	City of Woodburn	Security Cameras	\$16,118
<b>Total Recommended STIF Discretionary Awards</b>			<b>\$10,579,710</b>

**STIF Intercommunity Discretionary Prioritized Funding Recommendation: FY 2019-21**

Rank	Applicant (PTSP)	Application Title	Recommended Grant Amount
1	Lane Council of Governments	Florence-Yachats Connector	\$450,000
2	Lane Council of Governments	Florence-Eugene Intercommunity Route	\$1,233,000
3	Mid-Columbia Economic Development District	Gorge TransLink Alliance Mobility Management Project	\$135,000
4	Clackamas County Social Services	Regional Integrated Fare Collection System Analysis	\$108,000
5	Hood River County Transportation District	Columbia Gorge Transit Service Optimization	\$1,831,522

6	Tillamook County Transportation District	TCTD Intercity Bus Service to Portland	\$432,000
7	Oregon Cascades West Council of Governments	Providing a Seamless Transit Experience	\$447,977
8	Tillamook County Transportation District	NWOTA Website Trip Planner Enhancement Project	\$134,640
9	Benton County	Coast to Valley Expansion - Benton County	\$377,132
10	Central Oregon Intergovernmental Council	CET Community Connector Service	\$275,791
11	Confederated Tribes of the Umatilla Indian Reservation	La Grande Arrow, Walla Walla Whistler, Hermiston Hopper, Pilot Rocket Services	\$99,116
12	Oregon Cascades West Council of Governments	99W Transit Corridor Feasibility Analysis and Implementation	\$92,106
13	Josephine County	Rogue Valley Commuter Line - Josephine County	\$459,946
14	Grant County Transportation District	John Day to Ontario Route	\$58,500
15	Umatilla County	Multi-County Transit	\$36,000
16	Central Oregon Intergovernmental Council	Hawthorne Station Renovation	\$112,365
17	Harney County	Intercity Weekly Trips Between Bend and Burns	\$124,000
<b>Total Recommended STIF Intercommunity Discretionary Awards</b>			<b>\$6,557,327</b>

**FTA Section 5311(f) Prioritized Funding Recommendation: FY 2019-21**

Rank	Applicant (PTSP)	Application Title	Recommended Grant Amount
1	Tillamook County Transportation District	TCTD Intercity Bus Service to Salem	\$504,000
2	Community Connection of NE Oregon, Inc.	5311(f)	\$90,000
3	Central Oregon Intergovernmental Council	Planning Feasibility Study from Klamath Falls, OR to Redmond, OR	\$20,000
4	Lane Transit District	Diamond Express	\$93,862
5	TAC Transportation Inc.	Coos Bay - Eugene - Bend Vehicle Purchase and PM Funding Request	\$204,800
6	C.A.C. Transportation Inc.	Central Oregon Breeze BUS	\$148,000

7	Columbia County Rider	Longview/Kelso Intercity Service	\$184,952
<b>Total Recommended FTA Section 5311(f) Awards</b>			<b>\$1,245,614</b>

#### **IV. Do Not Fund Recommendations**

The STIF Selection Committee recommends that three submitted proposals are not awarded funding. This section will identify those projects and provide the Committee’s key discussion points and rationale that resulted in unanimous decisions to recommend the projects not be funded.

##### **1) Application ID 135067 – City of Milton-Freewater – STIF Discretionary Fund Application**

Requested Funding Amount: \$168,325

This application preemptively seeks to fund existing transportation services that are currently supported by Oregon’s Special Transportation Fund (STF). In the application, the applicant indicates that its funding request is a “temporary measure” to “assist in the funding of the City of Milton-Freewater’s fixed route bus operations.” The applicant also specifically raises cuts to STF funds in its project description, noting that, because of the cuts, “the future of [its] transit program is uncertain.” The applicant goes on to indicate that “[f]unding through this grant will allow the program to continue for a set amount of time.” These factors indicate the applicant’s intent to backfill a potential reduction in STF funding with a STIF discretionary grant award. This is not an eligible use of STIF funds. Therefore, the City of Milton-Freewater may not receive STIF Discretionary funds for the fixed-route operations referred to in its application.

The application also seeks \$16,867 for “Planning.” However, the Committee determined that the project description does not adequately identify and describe a planning project for the Committee to assess. The application refers to “planning in the form of route assessment and adjustment.” The Committee agreed that this does not provide enough detail to recommend a grant. Finally, the Northeast ACT, in reviewing this application, also questioned the eligibility of this project, noting that “if the 10 million dollar cut to STF is pulled back, this funding would be superfluous.”

For the above stated reasons, the STIF Selection Committee recommends that this project not be awarded the requested funding.

##### **2) Application ID 125212 - Coos County – Growing Up!**

Requested Funding Amount: \$90,000

In this application, Coos County sought funding to support Coos County Area Transit’s transition from a Special District to an independent Transportation District. The applicant indicated it would use the funds to cover election costs, attorney’s fees, and various administrative costs associated with the development of the Transportation District. While the Committee recognized the capacity-building elements of this proposal, it voted to recommend the project not be funded.

The Committee does not believe that the project is consistent with the OTC investment priorities. Further, the Committee believes funding this project would supplant local funds, which it views as a more appropriate source of funding for the development of a Transportation District.

For these reasons, the STIF Selection Committee recommends that this project not be awarded the requested funding.

### **3) Application ID 135605 – Wheeler County Community Transportation – STIF Discretionary**

Requested Funding Amount: \$31,500

In its application, Wheeler County requested funding for various mobility management and administration costs associated with its demand response service, including service enhancement to prevent gaps and management of driver recruitment and training. However, the applicant did not answer application questions 19-26, which sought information about how the proposed project would address the OTC investment priorities. Without answers to these essential questions, the Committee determined that there was insufficient information to score the application on the six project selection criteria. Accordingly, this project received very low scores, ranking last among projects submitted.

For the reasons stated above, the STIF Selection Committee recommends that this project not be awarded the requested funding.

## **V. Reduced and Conditional Funding Recommendations**

For the following projects, the STIF Selection Committee recommends reduced or conditional funding. This section will identify the recommended reduction in funding or condition to funding for each identified project and provide the Committee’s rationale for those recommendations.

### **1) Application ID 135348 - Morrow County – The Loop Morrow County Transportation**

Requested Funding Amount: \$126,925

Recommended Funding Amount: \$120,125

In this application, Morrow County requests funding for a “competitive compensation package for key staff members formerly in volunteer position[s].” Upon review of the application, the Committee did not understand the scope of the application. Specifically, the applicant requests \$6,800 for mobility management but does not explain how funds in that task category would be expended. Therefore, the recommended funding amount above reflects a reduction of the mobility management fund request. The Committee recommends conditioning this fund award on it being used only for staffing-related expenditures.

The STIF Selection Committee recommends a reduced fund award of \$120,125 for this project with the condition that the award be used for the staffing-related objectives identified in the project description.

### **2) Application ID 132581 - Confederated Tribes of the Umatilla Indian Reservation – La Grande Arrow, Walla Walla Whistler, Hermiston Hopper, Pilot Rocket services**

Requested Funding Amount: \$1,035,268

Recommended Funding Amount: \$249,348

This applicant requested funding for various existing services operated by Kayak Public Transit. In its project description, the applicant briefly described the geographic areas and amenities made accessible through Kayak services and listed several communities it would continue to serve. The Committee had difficulty identifying a clearly defined project within the project description. It did not appear that the applicant proposed new or expanded services and its application seems to confirm this by stating that “[t]he need for this service is to provide continued public transportation...” STIF funds may not be used to supplant existing local funding. However, the Committee noted that the applicant received FTA 5311(f) Intercity funds over the past several biennia and expressed an interest in maintaining those services in its application.

Given both the lack of a clearly identified project and the indication that the applicant is not proposing new or expanded services, the Committee recommends that the applicant be offered an award that supports continuation of services historically funded under the ODOT Statewide Transit Network Program in the previous biennium. These two services are the La Grande Arrow and Hermiston Hopper, which were both mentioned in the application. The Committee considered the total project costs for these services and inflation to identify a recommended award amount that would preserve these intercity services for the FY 2019-21 biennium. While this applicant applied for both FTA 5311(f) Intercity and STIF Intercommunity Discretionary funding, the Committee recommends an award of STIF Intercommunity Discretionary funding to continue support for projects that fill gaps in the statewide network and maximize the distribution of federal and state funding.

The STIF Selection Committee recommends Confederated Tribes of the Umatilla Indian Reservation be awarded \$249,348 to support ongoing intercity operations historically funded under the ODOT Statewide Transit Network Program.

### **3) Application ID 135438 - Oregon Cascades West Council of Governments - 99W Transit Corridor Feasibility Analysis and Implementation**

Requested Funding Amount: \$744,606

Recommended Funding Amount: \$92,106

Oregon Cascades West Council of Governments (OCWCOG) proposed a planning and implementation project that would ultimately provide service along the 99W corridor between the municipalities of McMinnville and Junction City. While the Committee supports the proposed endeavor, it does not think that the proposed timeline for this project is feasible and does not believe the applicant has the capacity to begin implementation of the proposed service during the 2019-21 biennium. The Committee recommends that the applicant use the 2019-21 biennium to complete Phase I, the Demand Analysis, and Phase II, the Implementation Plan, as identified in the project description.

Advisory Committee and ACT feedback is consistent with the Committee’s recommendation. The QE Advisory Committee for Salem Area Mass Transit District is “supportive of the planning portion” but had “some concerns about the operations funding without the plan completed.” Mid-Willamette ACT made a “Do Not Fund” recommendation for this project but clarified in its comments that it “would support funding for the

feasibility study portion of the application but funding for operations [is] not appropriate when feasibility has not been demonstrated.”

The STIF Selection Committee recommends that OCWCOG be awarded \$92,106, the amount requested for the planning portion of its proposed project.

#### **4) Application ID 135211 - Coos County – Lifeline Route**

Requested Funding Amount: \$224,820

Recommended Funding Amount: \$224,820

Coos County has proposed a new service that would connect communities in Coos and Douglas Counties with Roseburg, Oregon. The proposed route would operate one round trip, twice per week. The one-way trip would be priced at approximately \$20. Committee members raised concerns about project feasibility with a focus on the proposed fares.

To address these concerns, the Committee recommends that Coos County be required to complete a feasibility study prior to route operation that considers expected ridership and fares. The Committee does not recommend a reduction of the requested funding amount.

The STIF Selection Committee recommends a funding award of \$224,820 with the condition that Coos County conduct and publish a feasibility study for the Lifeline Route prior to route implementation and initiation of service.

#### **5) Coordination of Passenger-facing Technology Grant Requests**

Several applicants proposed projects that included deliverables related to the acquisition and use of passenger-facing transit technology. Objectives of such technology include improving coordination between service providers, providing universal fare options to passengers, and providing passengers with tools that advance trip planning and the expression of real-time vehicle tracking data. The Committee believes that these projects have statewide significance and that the impact of these projects should be maximized through project coordination. Therefore, the Committee recommends conditioning funding of these projects on the PTSPs agreement to coordinate their projects to improve statewide network connectivity and improve the passenger experience.

The following is a list of submitted applications that the Committee recommends should be conditioned on coordination between the represented PTSPs:

**A) Application ID 134757 - Washington County - Community Transit and Demand Response System Technology Capital Improvements**

**B) Application ID 131512 - SMART City of Wilsonville - SMART Intelligent Transportation System**

**C) Application ID 134798 - Mid-Columbia Economic Development District - Gorge TransLink Alliance Mobility Management Project**

**D) Application ID 134813 - Clackamas County Social Services - Regional Integrated Fare Collection System Analysis**

**E) Application ID 135451 - Oregon Cascades West Council of Governments - Providing a Seamless Transit Experience**

**F) Application ID 132742 - Tillamook County Transportation District - NWOTA Website Trip Planner Enhancement Project**

Appendix A – Funding Recommendation Summary with Project Task Totals

**2019-21 STIF Discretionary Fund Program  
ODOT Selection Committee Funding Recommendation to PTAC**

<b>Applicant Name</b>	<b>Application Name</b>	<b>Project Type</b>	<b>Recommended Award</b>
<b>Basin Transit Service Transportation District</b>	<b>Basin Connect Community Transit Service</b>	Vehicle Expansion	\$213,203
	<b>Total</b>		<b>\$213,203</b>
<b>City of Albany</b>	<b>Linn-Benton Loop Expansion Bus</b>	Vehicle Expansion	\$352,000
	<b>Total</b>		<b>\$352,000</b>
<b>City of Corvallis</b>	<b>Philomath Connection Bus</b>	Vehicle Replacement	\$402,300
	<b>Total</b>		<b>\$402,300</b>
<b>City of Corvallis</b>	<b>Corvallis Transit System Bus</b>	Vehicle Expansion	\$366,328
	<b>Total</b>		<b>\$366,328</b>
<b>City of La Pine</b>	<b>La Pine Station</b>	Facility Purchase/Renovation	\$744,835
	<b>Total</b>		<b>\$744,835</b>
<b>City of Pendleton</b>	<b>ADA Minivan</b>	Vehicle Expansion	\$48,000
	<b>Total</b>		<b>\$48,000</b>
<b>City of Pendleton</b>	<b>Bus Application</b>	Vehicle Expansion	\$76,000
	<b>Total</b>		<b>\$76,000</b>
<b>City of Woodburn</b>	<b>Security Cameras</b>	Equipment	\$16,118
	<b>Total</b>		<b>\$16,118</b>
<b>Columbia County Rider</b>	<b>GPS / Online Tracker System</b>	Equipment	\$31,050
	<b>Total</b>		<b>\$31,050</b>
<b>Coos County</b>	<b>Closing the Coastal Connection</b>	Vehicle Expansion	\$112,500
		Signs/Shelters	\$5,850
		Planning	\$1,800
		Project Administration	\$47,597
		Operating	\$221,255
		Preventative Maintenance	\$3,128
		Mobility Management	\$7,200
	<b>Total</b>		<b>\$399,330</b>

## Appendix A – Funding Recommendation Summary with Project Task Totals

<b>Coos County</b>	<b>Lifeline Route</b>	Vehicle Expansion	\$112,500
		Signs/Shelters	\$5,850
		Planning	\$1,800
		Project Administration	\$17,057
		Operating	\$79,432
		Preventative Maintenance	\$981
		Mobility Management	\$7,200
		<b>Total</b>	<b>\$224,820</b>
<b>Gilliam County Transportation</b>	<b>Developing staff and drivers</b>	Operating	\$24,000.00
		Mobility Management	\$78,328.00
		<b>Total</b>	<b>\$102,328</b>
<b>Gilliam County Transportation</b>	<b>Fleet for the future</b>	Vehicle Replacement	\$96,000
		Preventative Maintenance	\$30,000
		<b>Total</b>	<b>\$126,000</b>
<b>Grant County TD</b>	<b>Expansion Vehicle</b>	Vehicle Expansion	\$117,000
		<b>Total</b>	<b>\$117,000</b>
<b>Grant County TD</b>	<b>Vehicle Hardware/Software</b>	Equipment	\$111,847
		<b>Total</b>	<b>\$111,847</b>
<b>Grant County TD</b>	<b>Bus Station Expansion Phase 2</b>	Equipment	\$45,200
		<b>Total</b>	<b>\$45,200</b>
<b>Grant County TD</b>	<b>Bus Shelter at High School</b>	Signs/Shelters	\$93,600
		<b>Total</b>	<b>\$93,600</b>
<b>Josephine County</b>	<b>Additional Commuter Runs - JCT Service</b>	Operating	\$156,022
		<b>Total</b>	<b>\$156,022</b>
<b>Josephine County</b>	<b>Josephine County on Demand Transportation Service Solutions - late evening pilot</b>	Equipment	\$3,600
		Planning	\$52,000
		Operating	\$382,440
		Mobility Management	\$60,400
		<b>Total</b>	<b>\$498,440</b>
<b>Lincoln County Transportation Service District</b>	<b>Coast to Valley Express Service Expansion</b>	Vehicle Expansion	\$226,800
		Project Administration	\$86,670
		Operating	\$394,830
		Preventative Maintenance	\$13,500
		<b>Total</b>	<b>\$721,800</b>
<b>Malheur County</b>	<b>Capital/Public Transportation Vehicle Purchases</b>	Vehicle Replacement	\$307,899
		<b>Total</b>	<b>\$307,899</b>

## Appendix A – Funding Recommendation Summary with Project Task Totals

<b>Morrow County</b>	<b>The Loop Morrow County Transportation</b>	Project Administration	\$10,890
		Operating	\$109,235
		<b>Total</b>	<b>\$120,125</b>
<b>Oregon State University</b>	<b>GTFS-ride: Implementation and Extension of the Transit Ridership Standard</b>	Project Administration	\$530,781
		<b>Total</b>	<b>\$530,781</b>
		<b>Rogue Valley Transportation District</b>	<b>Eagle Point Intercity Route</b>
Signs/Shelters	\$108,000		
Project Administration	\$13,500		
Operating	\$397,440		
Mobility Management	\$25,200		
<b>Total</b>	<b>\$598,140</b>		
<b>Rogue Valley Transportation District</b>	<b>Ashland Demand Response Micro-Transit Demonstration Project</b>	Vehicle Expansion	\$140,000
		Planning	\$10,000
		Project Administration	\$35,000
		Operating	\$274,500
		Mobility Management	\$54,500
		<b>Total</b>	<b>\$514,000</b>
<b>Salem Area Mass Transit District</b>	<b>Replacement for Regional Buses</b>	Vehicle Replacement	\$892,046
		<b>Total</b>	<b>\$892,046</b>
<b>Salem Area Mass Transit District</b>	<b>Feasability Study for Transit Services between Albany and Salem</b>	Planning	\$55,556
		<b>Total</b>	<b>\$55,556</b>
<b>Salem Area Mass Transit District</b>	<b>Regional Bus Stops Improvement and Routing Changes Project</b>	Signs/Shelters	\$49,417
		<b>Total</b>	<b>\$49,417</b>
<b>SMART - City of Wilsonville</b>	<b>SMART Intelligent Transportation System</b>	Equipment	\$312,000
		Project Administration	\$112,000
		<b>Total</b>	<b>\$424,000</b>
<b>SMART - City of Wilsonville</b>	<b>SMART Express Medical Shuttle</b>	Vehicle Expansion	\$89,000
		Operating	\$214,000
		<b>Total</b>	<b>\$303,000</b>
<b>Sunset Empire Transportation District</b>	<b>Astoria - Portland Inter-community</b>	Vehicle Expansion	\$153,000
		Equipment	\$81,000
		Project Administration	\$9,000
		Operating	\$477,000
		Preventative Maintenance	\$18,000
		<b>Total</b>	<b>\$738,000</b>

Appendix A – Funding Recommendation Summary with Project Task Totals

<b>Tillamook County Transportation District</b>	<b>TCTD Alternative Fuels Project</b>	Equipment	\$198,000
		Planning	\$90,000
		<b>Total</b>	<b>\$288,000</b>
<b>Tri-County Metropolitan Transit District of Oregon</b>	<b>TriMet Express/Limited Stop Bus Network Study</b>	Planning	\$108,000
		Project Administration	\$12,000
		<b>Total</b>	<b>\$120,000</b>
<b>Tri-County Metropolitan Transit District of Oregon</b>	<b>TriMet Transit Priority Spot Improvements</b>	Planning	\$14,400
		Project Administration	\$16,000
		Preventative Maintenance	\$129,600
		<b>Total</b>	<b>\$160,000</b>
<b>Tri-County Metropolitan Transit District of Oregon</b>	<b>Friends of Frog Ferry Operations and Finance Plan</b>	Planning	\$160,000
		Project Administration	\$40,000
		<b>Total</b>	<b>\$200,000</b>
<b>Union County</b>	<b>Capital Purchases</b>	Vehicle Replacement	\$67,275
		Equipment	\$40,482
		<b>Total</b>	<b>\$107,757</b>
<b>Washington County</b>	<b>Community Transit and Demand Response System Technology Capital Improvements</b>	Equipment	\$42,400
		Planning	\$39,400
		Project Administration	\$10,968
		Operating	\$32,000
		Mobility Management	\$200,000
		<b>Total</b>	<b>\$324,768</b>
		<b>Total Recommended Amount</b>	<b>\$10,579,710</b>

Appendix A – Funding Recommendation Summary with Project Task Totals

**2019-21 STIF Intercommunity Discretionary Fund Program  
ODOT Selection Committee Funding Recommendation to PTAC**

<b>Applicant Name</b>	<b>Application Name</b>	<b>Project Type</b>	<b>Recommended Award</b>
<b>Benton County</b>	<b>Coast To Valley Expansion - Benton County</b>	Vehicle Expansion	\$113,400
		Planning	\$6,000
		Project Administration	\$48,400
		Operating	\$198,360
		Preventive Maintenance	\$10,972
	<b>Total</b>		<b>\$377,132</b>
<b>Central Oregon Intergovernmental Council</b>	<b>CET Community Connector Service</b>	Project Administration	\$83,179
		Operating	\$192,612
		<b>Total</b>	<b>\$275,791</b>
<b>Central Oregon Intergovernmental Council</b>	<b>Hawthorne Station Renovation</b>	Facility Purchase/Renovation	\$112,365
		<b>Total</b>	<b>\$112,365</b>
<b>Clackamas County Social Services</b>	<b>Regional Integrated Fare Collection System Analysis</b>	Planning	\$108,000
		<b>Total</b>	<b>\$108,000</b>
<b>Confederated Tribes of the Umatilla Indian Reservation</b>	<b>LaGrande Arrow, Walla Walla Whistler, Hermiston Hopper, Pilot Rocket services</b>	Operating	\$249,348
		<b>Total</b>	<b>\$249,348</b>
<b>Grant County TD</b>	<b>John Day to Ontario Route</b>	Mobility Management	\$58,500
		<b>Total</b>	<b>\$58,500</b>
<b>Harney County</b>	<b>Intercity Weekly Trips Between Bend and Burns</b>	Operating	\$124,000
		<b>Total</b>	<b>\$124,000</b>
<b>Hood River County TD</b>	<b>Columbia Gorge Transit Service Optimization</b>	Vehicle Expansion	\$432,000
		Operating	\$1,399,522
		<b>Total</b>	<b>\$1,831,522</b>
<b>Josephine County</b>	<b>Rogue Valley Commuter Line - Josephine County</b>	Operating	\$459,946
		<b>Total</b>	<b>\$459,946</b>
<b>Lane Council of Governments</b>	<b>Florence-Eugene Intercommunity Route</b>	Operating	\$1,233,000
		<b>Total</b>	<b>\$1,233,000</b>
<b>Lane Council of Governments</b>	<b>Florence-Yachats Connector</b>	Operating	\$450,000
		<b>Total</b>	<b>\$450,000</b>
<b>Mid-Columbia Economic Development District</b>	<b>Gorge TransLink Alliance Mobility Management Project</b>	Mobility Management	\$135,000
		<b>Total</b>	<b>\$135,000</b>

## Appendix A – Funding Recommendation Summary with Project Task Totals

<b>Oregon Cascades West Council of Governments</b>	<b>99W Transit Corridor Feasibility Analysis and Implementation</b>	<b>Total</b>	Planning	\$92,106
				<b>\$92,106</b>
<b>Oregon Cascades West Council of Governments</b>	<b>Providing a Seamless Transit Experience</b>	<b>Total</b>	Mobility Management	\$447,977
				<b>\$447,977</b>
<b>Tillamook County Transportation District</b>	<b>TCTD Intercity Bus Service to Portland</b>	<b>Total</b>	Vehicle Replacement	\$176,000
			Operating	\$200,000
			Preventive Maintenance	\$56,000
				<b>\$432,000</b>
<b>Tillamook County Transportation District</b>	<b>NWOTA Website Trip Planner Enhancement Project</b>	<b>Total</b>	Mobility Management	\$134,640
				<b>\$134,640</b>
<b>Umatilla County</b>	<b>Multi-County Transit</b>	<b>Total</b>	Signs/Shelters	\$3,500
			Project Administration	\$13,000
			Mobility Management	\$19,500
				<b>\$36,000</b>
			<b>Total Recommended Amount</b>	<b>\$6,557,327</b>

Appendix A – Funding Recommendation Summary with Project Task Totals

**2019-21 FTA Section 5311(f) Fund  
 ODOT Selection Committee Funding Recommendation to PTAC**

<b>Applicant Name</b>	<b>Application Name</b>	<b>Project Type</b>	<b>Recommended Award</b>
<b>CAC Transportation Inc.</b>	<b>Central Oregon Breeze BUS</b>	Vehicle Replacement	\$148,000
		<b>Total</b>	<b>\$148,000</b>
<b>Central Oregon Intergovernmental Council</b>	<b>Planning Feasibility Study from Klamath Falls, OR to Redmond, OR</b>	Planning	\$16,000
		Project Administration	\$4,000
		<b>Total</b>	<b>\$20,000</b>
<b>Columbia County Rider</b>	<b>Longview/Kelso Intercity Service</b>	Operating	\$140,978
		Preventative Maintenance	\$43,974
		<b>Total</b>	<b>\$184,952</b>
<b>Community Connection of NE Oregon, Inc.</b>	<b>5311(f)</b>	Operating	\$90,000
		<b>Total</b>	<b>\$90,000</b>
<b>Lane Transit District</b>	<b>Diamond Express</b>	Operating	\$93,862
		<b>Total</b>	<b>\$93,862</b>
<b>TAC Transportation Inc</b>	<b>Coos Bay - Eugene - Bend Vehicle Purchase and PM Funding Request</b>	Vehicle Replacement	\$136,000
		Preventative Maintenance	\$68,800
		<b>Total</b>	<b>\$204,800</b>
<b>Tillamook County Transportation District</b>	<b>TCTD Intercity Bus Service to Salem</b>	Vehicle Replacement	\$176,000
		Operating	\$280,000
		Preventative Maintenance	\$48,000
		<b>Total</b>	<b>\$504,000</b>
		<b>Total Recommended Amount</b>	<b>\$1,245,614</b>

Appendix B – Qualified Entity Advisory Committee and ACT Feedback Report

Application	Applicant Name	Project Name	QE AC Fund/Don't Fund Recommendation	QE AC Comments	ACT Fund/Don't Fund Recommendation	ACT Comments
133777	Basin Transit Service Transportation District	Basin Transit Service Inter City Transit Service	The Klamath Tribes - Fund Basin Transit Service TD - Fund	<p><b>The Klamath Tribes</b> - This will serve many low income riders and help make Basin Transit Service better. It will help connect small unserved community to the Urban Growth Boundry. This is the #1 Prioritized List Rank.</p> <p><b>Basin Transit Service TD</b> - This project is critical in the development of transit connections to the surrounding cities and communities east, west and south of Klamath Falls. The project helps low income individuals, tribal members, migrant workers, seniors, individuals with disabilities and others to access better food, health care services, shopping, government services, and other needed services not found in the smaller cities and communities.</p>	SCOACT - Fund	<p><b>SCOACT</b> - This project would satisfy a large demand for transportation services to the outlying communities to be able to access services such as food, medical, and clothing. A recent food assessment in the area showed that one of the needs in the area is transportation. The improvements proposed would be a very positive step to improve rural connectivity in the area. This is needed service for the underserved and Native-American communities living in a large County with limited transportation options. This expansion would also bolster transportation options for tourism which is large economic generator in the area</p>
135514	Benton County	Coast to Valley Expansion - Benton County	Benton County - Fund Lincoln County - Fund <b>Linn County - Don't Fund</b>	<p><b>Linn County</b> - Linn County recommends this project not be funded.</p> <p>Benton County Coast-to-Valley service has a very low historic ridership (between 2.7 and 3.7 riders per 50 mile trip leg). There is no specific evidence provided in the application to support the need to double the service. If ridership is doubled with a doubling of service (which is doubtful) the STIF operational cost per ride would be \$30-35.</p> <p>The reference to replacing L-B Loop service on US20 is simply not supported by L-B Loop's operational facts (30 years of experience) and is not supported by the recently-approved L-B Loop Service Development Plan.</p> <p>Linn County considers this to be a poor investment of \$379,660 of STIF funds.</p>	CWACT - Fund	<p><b>CWACT</b> - Hopeful increase in ridership from increased frequency. Connecting coast to college campuses and regional medical services in the valley. Increase in transportation options creates an increase in employment options for workers across the region.</p>

Appendix B – Qualified Entity Advisory Committee and ACT Feedback Report

Application	Applicant Name	Project Name	QE AC Fund/Don't Fund Recommendation	QE AC Comments	ACT Fund/Don't Fund Recommendation	ACT Comments
133525	C.A.C. Transportation INC.	Central Oregon Breeze BUS	Benton County - Fund Wasco County - Fund Deschutes County - Fund Jefferson County - Fund Tribes of Warm Springs - Fund Crook County - Fund	<p><b>Benton County</b> - The Benton County STIF Advisory Committee did not see a direct connection or benefit to Benton County with this bus request, but commented that that was not a reason to not fund it.</p> <p><b>Wasco County</b> - The Wasco County STIF Advisory Committee ranked three of the four projects as #1 and this one from CAC Transport at #2.</p> <p><b>Deschutes County</b> - One member of the Deschutes County STIF Advisory Committee asked to have the following comment entered into the official record in reference to the project proposed by CAC Transport, Inc.: "Projects operated by private, for-profit organizations should not be eligible for the public funding made available under the STIF program." However, the remaining Committee members voted to recommend funding the project and ranked it #6 in priority.</p> <p><b>Tribes of Warm Springs</b> - The STIF Advisory Committee members ranked this project as #2 because tribal members utilize the service.</p> <p><b>Crook County</b> - There was a concern among one STIF advisory committee member about using public dollars to fund a for-profit entity. Therefore, this project was ranked #3.</p>	COACT - Fund	<b>COACT</b> - Many Central Oregonians use this service. It provides access to the Portland Airport and many other key services in Portland.
134610	Central Or. Intergovernmental Council	Planning Feasibility Study from Klamath Falls, OR to Redmond, OR	Deschutes County - Fund The Klamath Tribes - Fund Basin Transit Service TD - Fund	<p><b>The Klamath Tribes</b> - This study would help to see if connecting the 2 communities is feasible. This has been talked about several times over the past 5 years. This is the #2 Prioritized List Rank</p> <p><b>Basin Transit Service TD</b> - This project would provide necessary information to both COIC and Basin Transit Service for determining the how best to connect transit service with communities and cities in northern and southern Klamath County as well as the cities and communities in Deschutes County along the US 97 corridor. Determining how to best provide transit service in northern Klamath County that is fiscally sound is important to Basin Transit Service moving forward with development of services.</p>	COACT - Fund SCOACT - Fund	<p><b>COACT</b> - This will help fill the gap in service between Klamath Falls and Central Oregon. It is a small amount of investment to help meet a state and regional network need.</p> <p><b>SCOACT</b> - This is an important study to determine the specifics of logistics and funding necessary to provide these connections. This will enable decision making on further actions promoting rural connectivity. This study is needed to explore how to make transportation connections that will improve citizen's access to needed services that are not available in the outlying areas</p>

Appendix B – Qualified Entity Advisory Committee and ACT Feedback Report

Application	Applicant Name	Project Name	QE AC Fund/Don't Fund Recommendation	QE AC Comments	ACT Fund/Don't Fund Recommendation	ACT Comments
131662	Central Or. Intergovernmental Council	CET Community Connector Service	Deschutes County - Fund Jefferson County - Fund Tribes of Warm Springs - Fund Crook County - Fund	<b>Tribes of Warm Springs</b> - The STIF Advisory Committee members decided this was the most important project to fund since the Community Connector service connects Warm Springs to other cities. <b>Crook County</b> - Crook County STIF Advisory Committee members decided this was the most important project to fund since the Community Connector provides accessible, regional transit service.	COACT - Fund	<b>COACT</b> - This is a very important project as these are the most-used routes on the Cascades East Transit system. This is one of three projects that COACT believes will have the most impact for Central Oregon. The others are the La Pine Station and the Hawthorne Station Renovation projects.
135210	Central Or. Intergovernmental Council	Hawthorne Station Renovation	Deschutes County - Fund Jefferson County - Fund Tribes of Warm Springs - Fund Crook County - Fund	<b>Tribes of Warm Springs</b> - The STIF Advisory Committee members ranked this project as #3 because travelers use Hawthorne Station when going to Bend. <b>Crook County</b> - The STIF Advisory Committee members ranked this project as #2 because a Hawthorne Station renovation would benefit Crook County residents traveling to Bend.	COACT - Fund	<b>COACT</b> - The region and Cascades East Transit need this project. We have been hearing about the need for upgrades to this facility for a long time. Improved facilities are the key to getting more people to use transit. These upgrades will also allow Hawthorne Station to serve more as mobility hub. This is one of three projects that COACT believes will have the most impact for Central Oregon. The others are the La Pine Station and the CET Community Connector shuttle projects.
134653	City of Albany	Linn-Benton Loop Expansion Bus	Benton County - Fund Linn County - Fund	<b>Linn County</b> - Highest priority of 6 projects reviewed (the others are not ranked). Linked to STIF Formula Fund allocations from Linn County and Benton County to approximately double existing L-B Loop service in accordance with recently approved L-B Loop Service Development Plan.	CWACT - Fund	<b>CWACT</b> - Increases transportation options to workforce and education opportunities for the Corvallis-Albany region. Has the potential to alleviate congestion on the main commute corridors of Hwy 34 and Hwy 20.
133732	City of Corvallis	Corvallis Transit System Bus	Benton County - Fund		CWACT - Fund	<b>CWACT</b> - Achieves the service improvements outlined in the Corvallis Transit Development Plan. Increases desirability of using the Corvallis Transit Service to travel within Corvallis, making it more possible to visit Corvallis without driving there in a car.
132878	City of Corvallis	Philomath Connection Bus	Benton County - Fund		CWACT - Fund	<b>CWACT</b> - Necessary replacement of a bus that is past its useful life. This is the only bus for the Philomath Connection, and loss of this bus would result in a loss of this service.
134051	City of La Pine	La Pine Station	Deschutes County - Fund Basin Transit Service TD - Fund	<b>Basin Transit Service TD</b> - This project would provide a critical transit hub in southern Deschutes county as well as providing a future transit hub for northern Klamath and Lake Counties to connect too for inter-community transit services. The park and ride at the La Pine Station offers northern Klamath and Lake County residents and opportunity to use the transit for further travels to Bend and other destinations.	COACT - Fund	<b>COACT</b> - This is a very well-rounded project that will deliver a lot of transportation-related benefits as well as broader community benefits. This will be something of a community hub for La Pine and south Deschutes County residents. This also complements La Pine's work on bike and pedestrian infrastructure, and will serve as something of a mobility hub. It will also be beneficial to have a park-and-ride facility closer to downtown La Pine. This is one of three projects that COACT believes will have the most impact for Central Oregon. The others are the CET Community Connector Service and the Hawthorne Station Renovation projects.

Appendix B – Qualified Entity Advisory Committee and ACT Feedback Report

Application	Applicant Name	Project Name	QE AC Fund/Don't Fund Recommendation	QE AC Comments	ACT Fund/Don't Fund Recommendation	ACT Comments
135067	City of Milton-Freewater	STIF Discretionary Fund Application	Umatilla County - Fund CTUIR - No Response	<b>Umatilla County</b> - STIF Advisory Committee recommends funding this project but did not prioritize Intercommunity Projects because they felt they were equally important.	NEACT - Fund	<b>NEACT</b> - This project is tricky, if the proposed governor's budget ends up being the final plan this will be lifeline funding to provide a necessary service... but if the 10 million dollar cut to STF is pulled back, this funding would be superfluous... I tend to err on the side of less funding to be safe, so it would ensure the services was not lost or heavily reduced.  Project references a "temporary" request. Does that indicate a one-time investment? There may be a question as to this project's eligibility. Perhaps advocating that the proposed budget cut puts all transportation providers in the position of having proposed expansion projects while simultaneous having their standard operating budgets cut, and that this action could cause a violation of the requirements of HB 2017 that the providers have no control over...  Milton-Freewater is part of the Walla Walla Valley MPO which is why you're seeing and out of state connection. It's not asking to fund a Washington project.
133316	City of Pendleton	ADA Mini Van	Umatilla County - Fund	<b>Umatilla County</b> - STIF Advisory Committee recommends funding this project and prioritized this project second to the City of Pendleton- Bus Application.	NEACT - Fund	<b>NEACT</b> - Pendleton is growing their transportation services, and this vehicle will be very important in serving a historically underserved population. Very critical, must approve! This project needs a lot of priority given to it because of its focus on the ADA population. Only that it is my opinion that any projects benefiting those protected by the ADA should be given high priority.
132908	City of Pendleton	Bus Application	Umatilla County - Fund	<b>Umatilla County</b> - STIF Advisory Committee recommends funding this project and prioritized this project over the City of Pendleton- ADA Mini Van.	NEACT - Fund	<b>NEACT</b> - Only that it is my opinion that any projects benefiting those protected by the ADA should be given high priority.
135252	City of Woodburn	Security Cameras	Salem Area Mass TD - Fund	<b>SAMTD</b> - No-brainer	MWACT - Fund	<b>MWACT</b> - Anything that can be done to add safety and security for riders and operators is always a top priority. Cameras help reduce liability for the agency for documentation of incidents.
134813	Clackamas County Social Services	Regional Integrated Fare Collection System Analysis	Trimet TD - Fund Salem Area Mass TD - Fund	<b>SAMTD</b> - Excellent project. Sharing results is important. <b>Trimet TD</b> - No prioritized rank given. All projects in the TriMet QE area are equally important.	MWACT - Fund Region 1 ACT - Fund	<b>MWACT</b> - Project will make it easier for the end user to compete transit trips. <b>Region 1 ACT</b> - Important step in creating seamless fare system between multiple providers. Additionally, it provides a better account of ridership. Proposal has the involvement and support of SCTD, SMART, SAM & CAT. Implementation strategy should be included. Consider if the cost of the study could be less?

Appendix B – Qualified Entity Advisory Committee and ACT Feedback Report

Application	Applicant Name	Project Name	QE AC Fund/Don't Fund Recommendation	QE AC Comments	ACT Fund/Don't Fund Recommendation	ACT Comments
134466	Columbia County Rider	GPS/Online Tracker System	Columbia County - Fund Sunset Empire TD - Fund Tillamook County TD - Fund Lincoln County - Fund	<b>TCTD</b> - This project will especially benefit Medicaid clients living in the 3-county NW Rides Medicaid brokerage service area. This project should also help reduce the cost of providing Medicaid trips	CWACT - Fund NWACT - Fund	<b>CWACT</b> - Real time data enhances service.
134392	Columbia County Rider	Longview/Kelso Intercity Service	Columbia County - Fund Sunset Empire TD - Fund		NWACT - Fund	
135363	Community Connection of Northeast Oregon, Inc.	5311(f)	Union County - Fund Baker County - Fund Wallowa County - Fund		NEACT - Fund	<b>NEACT</b> - This service creates a vital connection between two counties, and connects to a multi-modal hub to allow for travel well beyond the valley. NEACT considers this project a MUST APPROVE. Without it an entire county in the northeast corner of the state would be isolated from regional and interstate connections available in the next largest community.
132581	Confederated Tribes of the Umatilla Indian Reservation	LaGrande Arrow, Walla Walla Whistler, Hermiston Hopper Pilot Rocket public transportation services	CTUIR - Fund		NEACT - Fund	<b>NEACT</b> - These Kayak routes have addressed significant service gaps and help tie together multiple systems.  I think this application speaks for itself. There are a LOT of seniors and Veterans who rely on regular access to Walla Walla for their medical care. This project complements STIF formula investments by three of the counties served by the Kayak transit system.
132900	Coos County	Closing the Coastal Connection	Lane Transit District - Fund CTCLUSI - Fund Coos County - Fund Coquille Indian Tribe - No Response	<b>Coos County</b> - Advisory committee narrowly voted this the number 1 project as both this and the Lifeline route were deemed the most critical for connecting coastal populations with areas of greater service.	Lane ACT - Fund SWACT - Fund	<b>Lane ACT</b> - This is a critical connection at an accessible price point for coastal communities to connect to each other and to Eugene where a number of critical services (ex. medical) are located. <b>SWACT</b> - Closing the Coastal Connection creates a pathway north that is affordable to needy people in our community and to another part of the south coast never serviced with this connection.
135211	Coos County	Lifeline Route	Cow Creek - Fund Coos County - Fund Douglas County - No Response	<b>Coos County</b> - Advisory committee narrowly missed voting this the number 1 project as both this and the Coastal Connection route were deemed the most critical for connecting coastal populations with areas of greater service.	SWACT - Fund	<b>SWACT</b> - This project takes Oregon veterans to Roseburg for medical services. Fund for the continuation of this ride service has not been secured, without this LifeLine Route our veterans might not be able to get much needed medical services. This Life Line Route will also allow other area riders to access Roseburg. This Lifeline Route will provide maximum shared rider services.
135212	Coos County	Growing Up!	Coos County - Fund	<b>Coos County</b> - The advisory committee felt this project was extremely important for the new district that is being formed. These funds will help to offset many of the start up costs associated with transitioning from a component county entity to an independent government entity.	SWACT - Fund	<b>SWACT</b> - It is time for the CCAT to Grow Up and out from under County control and management. This funding will provide support from them to get out from under their management and more self reliant.

Appendix B – Qualified Entity Advisory Committee and ACT Feedback Report

Application	Applicant Name	Project Name	QE AC Fund/Don't Fund Recommendation	QE AC Comments	ACT Fund/Don't Fund Recommendation	ACT Comments
135208	Gilliam County Transportation	Developing staff and drivers	Gilliam County - Fund Wasco County - Fund	<b>Wasco County</b> - The Wasco County STIF Advisory Committee ranked three of the four projects as #1, including this one from Gilliam County.	LJDACT - Fund	<b>LJDACT</b> - The LJDACT strongly supports this application, and feels that this project has significant benefit to the entire Lower John Day Area. The LJDACT has identified this as a top 4 priority application due to the value seen in an easterly route to Hermiston as well as the moving from a volunteer driver program to a paid driver program.
135209	Gilliam County Transportation	Fleet for the future	Gilliam County - Fund		LJDACT - Fund	<b>LJDACT</b> - The LJDACT strongly supports this application, and feels that this project has significant benefit to the entire Lower John Day Area. The LJDACT has identified this as a top 4 priority application due to the value in upgrading vehicles to accommodate more passengers, thus improving the level of service provided.
134756	Grant County TD	John Day to Ontario Route	Grant County TD - Fund Baker County - Fund Malheur County - No Response	<b>Grant County TD</b> - This will not provide an overlap of services in Ontario, but would provide a valuable connection between very remote areas and a larger community for shopping, medical and other travel connections.	SEACT - Fund	<b>SEACT</b> - Connecting rural and frontier eastern Oregon residents to cities with services sought by these residents is an essential need. The project will complement the already existing transportation services provided by the People Mover, but this will add an additional eastern route that currently does not exist. I support this project because it is filling a transportation gap in rural eastern Oregon by adding more routes that do not already exist. Connections with other service providers in route is highly consistent with recently adopted OTP. It provides transportation for many rural area (sic) with low income. <b>NEACT</b> - This project closes a historical gap that is in need of service, and it connects with regional partners in a meaningful way. NEACT was asked to weigh in on a SEACT project because it serves communities and utilizes travel corridors in our jurisdiction. We echo SEACT's support of this proposal and agree that connecting otherwise unserved communities in route to larger population centers is highly consistent with the vision and goals of the Oregon Public Transit Plan.

Appendix B – Qualified Entity Advisory Committee and ACT Feedback Report

Application	Applicant Name	Project Name	QE AC Fund/Don't Fund Recommendation	QE AC Comments	ACT Fund/Don't Fund Recommendation	ACT Comments
134753	Grant County TD	Vehicle Hardware/Software	Grant County TD - Fund	<b>Grant County TD</b> - This project is a collaboration with the iTransitNW system which includes several transit providers, and would allow the District to bring technology to our system that would enhance the transit users experience.	SEACT - Fund	<b>SEACT</b> - As safety is the top priority the need for up to date technology is essential for public transportation. This project will bring the technology up to proper standards especially with the non-existent cell coverage areas. I support this project. Updated technology in transit vehicles is priority for better interagency and public communication, and passenger safety, especially when buses travel in such remote areas as rural Oregon. Additionally, there are 7 agencies in collaboration with this project, which proves to be a huge priority for funding. <b>NEACT</b> - This project would allow Grant County to connect to a regional platform of visibility and allow not only local trip planning, but trip planning all the way to Washington through a series of partners on iTransitNW. This is exactly the sort of innovation greatly needed in rural transportation areas to begin bridging the divide in service in rural versus urban areas that is historically limited by funding decisions. NEACT is considering the SEACT request because the proposed service network includes communities and corridors in our jurisdiction. We echo SEACT's support and are happy to see broad collaboration that leverages the resources of our mutual and respective service providers.
135056	Grant County TD	Bus Shelter at High School	Grant County TD - Fund	<b>Grant County TD</b> - Project is being done in coordination with ODOT, Safe Routes To School and the City of John Day due to current sidewalk project being designed. Getting in on the design phase decreases expenses significantly.	SEACT - Fund	<b>SEACT</b> - Provides pedestrian safety, safe route for students; increasing access to grades 9-12 and general public to the public transit system.  I fully support this project. It increases safety and is much needed. This project is also in line with existing sidewalk projects that ODOT and the City of John Day are currently working on.  Safety related to schools should be the top priority of funding. This shelter provides safety for students as well as sending the message that being in school is important. The shelter will give the students confidence that they have reliable transportation to and from school.  Proposed partnership with Safe Routes to Schools makes this project compelling.

Appendix B – Qualified Entity Advisory Committee and ACT Feedback Report

Application	Applicant Name	Project Name	QE AC Fund/Don't Fund Recommendation	QE AC Comments	ACT Fund/Don't Fund Recommendation	ACT Comments
134684	Grant County TD	Expansion Vehicle	Grant County TD - Fund	<b>Grant County TD</b> - Currently the District has no back-up vehicles and expansion of service requires additional vehicles.	SEACT - Fund	<p><b>SEACT</b> - The People Mover continues to provide additional services and routes for the public, but they are doing this without expanding their fleet. If we truly believe in public transportation and safety then they need to have a reliable fleet of vehicles, and this includes a new vehicle. Vehicles are scheduled for routine maintenance as well as the occasional unexpected maintenance issue that takes a vehicle out of rotation.</p> <p>I support this project for a couple of reasons: 1) with all the added routes and expanded service, The People Mover needs a backup vehicle. Currently, if a vehicle breaks down, they are left without a reserve;</p> <p>2) the new vehicle has increased capacity than their current passenger vans to take more people Increases seat capacity, decreases wait time at stops and adds inter community connection of Vale and Ontario to the current inter community connection</p>
134758	Grant County TD	Bus Station Expansion Phase 2	Grant County TD - Fund	<b>Grant County TD</b> - Other public agencies are contributing to this project - the City of John Day and Grant County Road Department are assisting with the demolition and excavation of the current structure to reduce costs significantly for this project.	SEACT - Fund	<p><b>SEACT</b> - The current bus station is not a long term solution. With the expansion of services and routes there is a high need for a bus station to adequately serve the People Mover, and this project will serve that need.</p> <p>I support this project because it positively affects low-income households that utilize the public transit system on a regular basis by providing improved access to park and ride spaces in Grant County. The new park and ride space will also increase passenger safety with the addition of video surveillance and lighting. Phase II of the project which when complete will improve access to public transportation by adding additional park-ride spaces for passengers utilizing the intercommunity and intercity connection. Provides stops at small communities along the way where many are not served by the public transportation service. Also provides a safe, secure place to park a single occupant vehicle and board public transit vehicle.</p>

Appendix B – Qualified Entity Advisory Committee and ACT Feedback Report

Application	Applicant Name	Project Name	QE AC Fund/Don't Fund Recommendation	QE AC Comments	ACT Fund/Don't Fund Recommendation	ACT Comments
135522	Harney County	Intercity Weekly trips between Bend and Burns	Harney County - Fund Deschutes County - Fund		COACT - Fund SEACT - Fund	<p><b>COACT</b> - This is a very important service for that community, which has a low-income and aging population. It provides access to medical services, shopping, and other essential services for those riders.</p> <p><b>SEACT</b> - Reasons for support (or lack thereof): The ability to support the current route will create additional services in the future for public transportation.</p> <p>Supports low income needs outside our community with special medical or other service opportunities not found in our community. St. Charles depends on this service when planning discharge for patients and endure comfortable travel home. They work together to get as many users on a trip as possible. Provides airport drop off and pick-up and improves passenger experience.</p> <p>I support this project because it is essential for the public to have access to travel to other communities for -medical appointments, shopping, Grey Hound, or the airport. Any expansion or improvement in public transit routes are beneficial to the communities in eastern Oregon.</p> <p>Reasonable and (sic) request. To the extent this is a preservation of existing services I have concerns about its eligibility.</p> <p>Connections with other service providers in route is highly consistent with recently adopted OPTP.</p>
133687	Hood River County Transportation District	Columbia Gorge Transit Service Optimization	Trimet TD - Fund Hood River TD - Fund Wasco County - Fund	<p><b>Trimet TD</b> - No prioritized rank given. All projects in the TriMet QE area are equally important.</p> <p><b>Hood River TD</b> - The Committee opted not to prioritize - as the applications are linked and one supports the other.</p> <p><b>Wasco County</b> - The Wasco County STIF Advisory Committee ranked three of the four projects as #1, including this one from Hood River County.</p>	LJDACT - Fund Region 1 ACT - Fund	<p><b>LJDACT</b> - The LJDACT supports this application and sees the benefit of this service to portions of the Lower John Day Area, but acknowledges that this application provides a majority of service to people outside of the Lower John Day Area.</p> <p><b>Region 1 ACT</b> - Mid-Columbia transit assistance is an urgent need. The proposal could increase service for CAT. The ability to carry bikes on the buses could facilitate recreation activities in the Gorge. More information on a long-term operational funding for this service would be helpful. This proposal provides a link between rural communities and helps local residents but also metro residents that travel to Mid-Columbia.</p>

Appendix B – Qualified Entity Advisory Committee and ACT Feedback Report

Application	Applicant Name	Project Name	QE AC Fund/Don't Fund Recommendation	QE AC Comments	ACT Fund/Don't Fund Recommendation	ACT Comments
135414	Josephine County	Rogue Valley Commuter Line - Josephine County	Josephine County - Fund RVTD - Fund		RVACT - Fund	<b>RVACT</b> - At its regularly scheduled meeting on January 8, 2019 the Rogue Valley Area Commission on Transportation (RVACT) heard presentations on, and voted unanimously to support, the applications being submitted by Josephine County Transit District (JCT) for STIF Discretionary Inter-community/STN funds. The commuter service additions provide necessary linkages for public transit to be a viable transportation option across the Rogue Valley. In addition, the RVCL provides public transit service across two counties, the two MPO's in Southern Oregon and connects the two public transit providers in the Rogue Valley. The RVACT believes that both projects meet the necessary requirements to be eligible for STIF funding and are worthy of support. Thank you for your consideration of this matter.
135546	Josephine County	Additional Commuter Runs - JCT Service	Josephine County - Fund		RVACT - Fund	<b>RVACT</b> - At its regularly scheduled meeting on January 8, 2019 the Rogue Valley Area Commission on Transportation (RVACT) heard presentations on, and voted unanimously to support, the applications being submitted by Josephine County Transit District (JCT) for STIF Discretionary Inter-community/STN funds. The commuter service additions provide necessary linkages for public transit to be a viable transportation option across the Rogue Valley. In addition, the RVCL provides public transit service across two counties, the two MPO's in Southern Oregon and connects the two public transit providers in the Rogue Valley. The RVACT believes that both projects meet the necessary requirements to be eligible for STIF funding and are worthy of support. Thank you for your consideration of this matter.
135587	Josephine County	Josephine County on Demand Transportation Service Solutions - late evening pilot	Josephine County - Fund		RVACT - Fund	<b>RVACT</b> - At its regularly scheduled meeting on January 8, 2019 the Rogue Valley Area Commission on Transportation (RVACT) heard presentations on, and voted unanimously to support, the applications being submitted by Josephine County Transit District (JCT) for STIF Discretionary Inter-community/STN funds. The RVACT believes that the project meets the necessary requirements to be eligible for STIF funding and is worthy of its support. Thank you for your consideration of this matter.

Appendix B – Qualified Entity Advisory Committee and ACT Feedback Report

Application	Applicant Name	Project Name	QE AC Fund/Don't Fund Recommendation	QE AC Comments	ACT Fund/Don't Fund Recommendation	ACT Comments
135306	Lane Council of Governments	Florence-Yachats Connector	Lane Transit District - Fund Lincoln County - Fund		CWACT - Fund Lane ACT - Fund	<b>CWACT</b> - Continues a necessary segment of the coastal transit network. CWACT members would like to see this service continue. <b>Lane ACT</b> - This is a critical connection at an accessible price point for coastal communities to connect to each other and to Eugene where a number of critical services (ex. medical) are located.
133952	Lane Council of Governments	Florence-Eugene Intercommunity Route	Lane Transit District - Fund CTCLUSI - Fund	<b>CTCLUSI</b> - #1 Project priority is the future expansion of our D2D service.	Lane ACT - Fund	<b>Lane ACT</b> - This project will provide an important intercommunity connection between Florence and Eugene at an accessible price point. This connection also improves access to Eugene for coastal communities south of Florence. Providing transit opportunities and connections throughout all of Lane County is an important network component for achieving multiple community goals (ex. reduce congestion, provide equitable access, reduce emissions). In 2016 LaneACT began receiving consistent, compelling, and persistent public testimony asking for this service. Citizen proponents were and continue to be regular attendees at LaneACT meetings, providing formal testimony at over a dozen meetings. Testimony frequently called attention to the number of residents in Eugene with disabilities who have never been to the coast for lack of an accessible public/affordable transport option; and, how transit is an essential component to improving safety on a high crash corridor. Almost 40% of Florence's population is 65 or older. 28% of Florence's population has a disability compared to 13.3% of Eugene's. The route will provide critical access to medical, social, and other services available in Eugene.
134932	Lane Transit District	Diamond Express	Lane Transit District - Fund		Lane ACT - Fund	<b>Lane ACT</b> - This is a critical connection at an accessible price point for coastal communities to connect to each other and to Eugene where a number of critical services (ex. medical) and employment opportunities are located. Providing transit opportunities and connections throughout all of Lane County is an important network component for achieving multiple community goals (ex. reduce congestion, provide equitable access, reduce emissions).  Diamond Express is an existing successful service between Eugene and Oakridge (population 3,280) with a ridership of 700 people a month. The City of Oakridge has a higher poverty rate than many and lower life expectancy than most other areas of Lane County. Access to essential services in Eugene is critical for the community as a whole, and especially for the most vulnerable.

Appendix B – Qualified Entity Advisory Committee and ACT Feedback Report

Application	Applicant Name	Project Name	QE AC Fund/Don't Fund Recommendation	QE AC Comments	ACT Fund/Don't Fund Recommendation	ACT Comments
133741	Lincoln County Transportation District	Coast To Valley Express Service Expansion	Benton County - Fund Lincoln County - Fund <b>Linn County - Don't Fund</b>	<p><b>Linn County</b> - Linn County works hard to support its regional partners but in this case Linn County recommends this project not be funded.</p> <p>The Lincoln County Coast-to-Valley service has a very low historic ridership (total ridership is somewhat higher than Benton County (among other reasons because of weekend ridership between Newport and Toledo). Linn County notes and appreciates the importance of medical-related trips to Corvallis.</p> <p>There is no specific evidence in the application to support two additional RT a day. A third trip per day would, potentially, be helpful to medical-related passengers. Linn County notes the importance of Corvallis-related medical and other services. Boardings and de-boardings in Albany is usually limited to one or two passengers. Lincoln County should consider deleting Corvallis to Albany service (BC C-to-V does not access Albany) and reprogram existing resources to add a third RT trip a day (with three RT between Newport and Corvallis).Transfers to Albany would be provided at the Corvallis Transit Station.</p> <p>The reference to replacing L-B Loop service on US20 is simply not supported by L-B Loop's operational facts (30 years of experience) and is not supported by the recently-approved L-B Loop Service Development Plan.</p>	CWACT - Fund	<b>CWACT</b> - Hopeful increase in ridership from increased frequency. Connecting coast to college campuses and regional medical services in the valley. Increase in transportation options creates an increase in employment options for workers across the region.

Appendix B – Qualified Entity Advisory Committee and ACT Feedback Report

Application	Applicant Name	Project Name	QE AC Fund/Don't Fund Recommendation	QE AC Comments	ACT Fund/Don't Fund Recommendation	ACT Comments
134269	Malheur County	Capital/Public Transportation Vehicle Purchases	Malheur County - No Response		SEACT - Fund	<p><b>SEACT-</b> Reasonable request. Many ageing (sic) vehicles and the largest population to serve in our ACT.</p> <p>I support this project because Malheur County's existing public transit fleet is in poor condition. I believe in investing in preventative maintenance to provide the public with a safe and reliable transit system.</p> <p>The current condition of fleet will make the success of this public transportation program vulnerable to continue reliable service. Preventative maintenance is the cornerstone of public transportation and as a result the vehicles must be able to support the services offered.</p> <p>This project was intended to be scalable. Malheur County puts a lot of miles on vehicles before they age out of fleet. Replacing with newer vehicles in a prioritized way is a critical need for the served communities.</p> <p>Please don't let the total price tag frighten you. The County has provided a comprehensive proposal of its needs. Replacement of any of the aging vehicles will be of significant help.</p>
134798	Mid-Columbia Economic Development District	Gorge TransLink Alliance Mobility Management Project	Hood River TD - Fund Wasco County - Fund Sherman County - No Response	<p><b>Hood River TD</b> - The Committee opted not to prioritize - as the applications are linked and one supports the other.</p> <p><b>Wasco County</b> - The Wasco County STIF Advisory Committee ranked three of the four projects as #1, including this one from Mid-Columbia Economic Development.</p>	LJDACT - Fund Region 1 ACT - Fund	<p><b>LJDACT</b> - The LJDACT strongly supports this application, and feels that this project has significant benefit to the entire Lower John Day Area. The LJDACT has identified this as a top 4 priority application because of the benefits to bi-state regional transit planning, the opportunity to identify shared technology platforms, and the overall benefits for coordinating our growing transit network. MCEDD and its mobility management staff have been a valuable asset in improving and managing transit services in the Gorge.</p> <p><b>Region 1 ACT</b> - The Gorge needs transportation planning. Expands on existing Gorge Translink, provides great collaboration and coordination to increase efficiencies. The study will explore emerging technologies to increase efficiencies and user experiences. There are some interesting TDM outreach/marketing/education elements to this application. Central Gorge transportation is behind other metro areas for access and consistency. There is a great need for more mobility and that starts with planning.</p>
135348	Morrow County	The Loop Morrow Co Transportation	Morrow County - Fund		NEACT - Fund	<p><b>NEACT</b> - This funding is needed to continue growth, and utilizes partnerships in the region.</p> <p>Perhaps inquiring as to future funding plans, knowing the provider I am sure they exist, but it was not clear in the application if this would be continually dependent upon discretionary funding.</p>

Appendix B – Qualified Entity Advisory Committee and ACT Feedback Report

Application	Applicant Name	Project Name	QE AC Fund/Don't Fund Recommendation	QE AC Comments	ACT Fund/Don't Fund Recommendation	ACT Comments
135438	Oregon Cascades West Council of Governments	99W Transit Corridor Feasibility Analysis and Implementation	Salem Area Mass TD - Fund Lane Transit District - Fund Benton County - Fund Yamhill County - No Response	<b>SAMTD</b> - Committee supportive of planning portion. There was some concerns about the operations funding without the plan completed.	CWACT - Fund MWACT - <b>Don't Fund</b> Lane ACT - Fund	<b>CWACT</b> - Creates a link in the transit network that is currently missing in the region. Connects Monmouth and Monroe to the other neighboring communities, towns that do not currently have transit connections. <b>MWACT</b> - Should not be asking for implementation funding when feasibility is being studied. MWACT would support funding for the feasibility study portion of the application but funding for operations not appropriate when feasibility has not been demonstrated.
135451	Oregon Cascades West Council of Governments	Providing a Seamless Transit Experience	Benton County - Fund Lincoln County - Fund Linn County - Fund	<b>Linn County</b> - An ambitious effort and, given the score and large number of partners, is not yet fully developed. This is understandable and acceptable to the partners in Linn County. It will include several different and important elements and it is therefore critical that an overarching Technical Advisory Committee be established comprised of all partners in the region. The effort needs to be coordinated with the Tillamook County Transit District's NWOTA Website Trip Planner project.	CWACT - Fund	<b>CWACT</b> - Integrates the regional transit system. Rider experience has been identified in the Human Services Transportation Coordinated Plans as a barrier to transit use, this aims to enhance the rider experience to encourage ridership.
133682	Oregon State University	GTFS-ride: Implementation and Extension of the Transit Ridership Standard	Benton County - Fund	<b>Benton County</b> - The Benton County STIF Advisory Committee requested that this project include a pilot in Benton County.	CWACT - Fund	<b>CWACT</b> - Promotes the future of transportation data. Has statewide transit implications.
132986	Rogue Valley Transportation District	Ashland Demand Response MicroTransit Demonstration Project	RVTD - Fund		RVACT - Fund	<b>RVACT</b> - At its regularly scheduled meeting on January 8, 2019 the Rogue Valley Area Commission on Transportation (RVACT) heard presentations on, and voted unanimously to support, the applications being submitted by Rogue Valley Transportation District (RVTD) for STIF Discretionary Inter-community/STN funds. The RVACT believes that the project meets the necessary requirements to be eligible for STIF funding and is worthy of its support. Thank you for your consideration of this matter.
131238	Rogue Valley Transportation District	Eagle Point Intercity Route	RVTD - Fund		RVACT - Fund	<b>RVACT</b> - At its regularly scheduled meeting on January 8, 2019 the Rogue Valley Area Commission on Transportation (RVACT) heard presentations on, and voted unanimously to support, the applications being submitted by Rogue Valley Transportation District (RVTD) for STIF Discretionary Inter-community/STN funds. The RVACT believes that the project meets the necessary requirements to be eligible for STIF funding and is worthy of its support. This project will provide a vital link to a quickly growing community that does not currently have a fixed route service in this area. Thank you for your consideration of this matter.

Appendix B – Qualified Entity Advisory Committee and ACT Feedback Report

Application	Applicant Name	Project Name	QE AC Fund/Don't Fund Recommendation	QE AC Comments	ACT Fund/Don't Fund Recommendation	ACT Comments
134907	Salem Area Mass TD	Feasibility study for transit services between Albany to Salem	Salem Area Mass TD - Fund Linn County - Fund	<b>Linn County</b> - This is an important regional concept that has been discussed for a decade. Suggest that the study include service needs/options to Jefferson (which is located in Marion County and is within the Albany Area MPO area).	CWACT - Fund MWACT - Fund	<b>CWACT</b> - Creates transportation alternatives for travel between Albany and Salem, with potential to reduce congestion along the I-5 corridor. <b>MWACT</b> - Service in this commute-shed is a demonstrated need as documented in Salem and Albany MPO plans. MWACT emphasized that any service between Salem and Albany needs to include Jefferson.
134908	Salem Area Mass TD	Regional bus stops and routing changes project	Salem Area Mass TD - Fund	<b>SAMTD</b> - Essential project.	MWACT - Fund	<b>MWACT</b> - Improvements for ADA is always a positive and any time we can make adjustments to improve ridership, help residents meet their lifestyle requirements, and make transit more efficient is a win.
128739	Salem Area Mass TD	Replacement for Regional buses	Salem Area Mass TD - Fund		MWACT - Fund	<b>MWACT</b> - Vehicles wear out. To provide reliable service to riders who rely on the transit system requires reliable, up-to-date equipment. Good up-to-date equipment limits breakdowns, lowers operating costs, adds safety, and builds confidence in the system.
133307	SMART-City of Wilsonville	SMART Express Medical Shuttle	Trimet TD - Fund	<b>Trimet TD</b> - No prioritized rank given. All projects in the TriMet QE area are equally important.	Region 1 ACT - Fund	<b>Region 1 ACT</b> - This project aligns well to Metro's RTP goals and objectives related to equity and climate, which is consistent with the statewide evaluation criteria related to serving vulnerable communities. The long-term plan for funding is not clear. It could be problematic to provide a service to a vulnerable population then have it go away. Will the targeted user rely on Facebook, mobile apps and the web as outlined in the participation plan?
131512	SMART-City of Wilsonville	SMART Intelligent Transportation System	Trimet TD - Fund	<b>Trimet TD</b> - No prioritized rank given. All projects in the TriMet QE area are equally important.	Region 1 ACT - Fund	<b>Region 1 ACT</b> - Automated passenger counts and intelligent transportation systems are known to improve operational efficiency and provide better information to users. SMART does need a new system to do this. Wifi is attractive for commuters and should be included. It would be helpful to understand the cost of the Wifi amenity which is not included.
134233	Sunset Empire TD	Astoria - Portland Inter-community	Trimet TD - Fund Columbia County - Fund Sunset Empire TD - Fund	<b>Trimet TD</b> - No prioritized rank given. All projects in the TriMet QE area are equally important.	Region 1 ACT - Fund NWACT - Fund	<b>Region 1 ACT</b> - There aren't many options for traveling between the coastal cities and Portland, and SETD offers options to those without a car. This grant will allow the agency to provide three round trips per day which seems vital to the mobility of those living near Astoria. This project would serve a small number of riders for these long distances (small market), but provide service in and out of the Portland region. Increasing/improving service to our region is important. Grantee could elaborate on a long-term plan.

Appendix B – Qualified Entity Advisory Committee and ACT Feedback Report

Application	Applicant Name	Project Name	QE AC Fund/Don't Fund Recommendation	QE AC Comments	ACT Fund/Don't Fund Recommendation	ACT Comments
135246	TAC Transportation, Inc.	Coos Bay - Eugene-Bend Vehicle Purchase and PM Funding Request	Lane Transit District - Fund Deschutes County - Fund Coos County - Fund Douglas County - No Response	<p><b>Lane TD</b> - The committee recommends that TAC Transport, Inc. explore the possibility of a bus that uses alternative fuels.</p> <p><b>Deschutes County</b> - One member of the Deschutes County STIF Advisory Committee asked to have the following comment entered into the official record in reference to the project proposed by TAC Transport, Inc.: "Projects operated by private, for-profit organizations should not be eligible for the public funding made available under the STIF program." However, the remaining Committee members voted to recommend funding the project and ranked it #7 in priority.</p> <p><b>Coos County</b> - It was noted that this project had some violations noted on its' application. The committee was hesitant to recommend a fund decision without knowing what those violations were.</p>	COACT - Fund Lane ACT - Fund SWACT - Fund	<p><b>COACT</b> - This is a well-used route. It connects the coast to Central Oregon, and Eugene is a key destination for Central Oregonians.</p> <p><b>SWACT</b> - The age of transit vehicles needs to be considered when providing public transportation. Replacement of these vehicles gives riders greater confidence in the service provided.</p>
132742	Tillamook County Transportation District	NWOTA Website Trip Planner Enhancement Project	Columbia County - Fund Sunset Empire TD - Fund Tillamook County TD - Fund Benton County - Fund Lincoln County - Fund Linn County - Fund	<p><b>TCTD</b> - This project will provide an important platform to include demand responsive services within the NWOTA 5-county region. Project can be easily expanded to include all of Benton and Linn counties via collaboration with the Cascades West Council of Governments.</p> <p><b>Linn County</b> - Linn County questions the high cost of this project and the specific value received. For example, the proposal notes the need to extend trip planning beyond 60 days. Transit schedules are listed on transit websites and do not frequently change. The number of people who would be served by this is not listed and would seem to be limited. The grant application is not clear about how this project would benefit other transit programs in the state.</p> <p>The effort needs to be coordinated with the OCWCOG Providing Seamless Transit Experience STIF Disc Grant project effort.</p> <p>Linn County defers to the NWOTA partners and supports funding for this project.</p>	CWACT - Fund NWACT - Fund	<p><b>CWACT</b> - Builds real-time bus tracking systems, which could integrate with the service proposed by OCWCOG in the "Providing a Seamless Transit Experience" application.</p>
132645	Tillamook County Transportation District	TCTD Intercity Bus Service to Salem	Salem Area Mass TD - Fund Tillamook County TD - Fund Grande Ronde - No Response Yamhill County - No Response	<p><b>SAMTD</b> - Service hour levels were not clear.</p> <p><b>TCTD</b> - This project is critical to both Tillamook and Lincoln counties as well as critical to the Confederated Tribes of Grand Ronde and the Siletz Indians members living in Tillamook, Lincoln, Polk, Yamhill and Marion counties.</p>	MWACT - Fund NWACT - Fund	<p><b>MWACT</b> - This is an established service that provides transit access to some very challenged communities and opens up recreational opportunities to some underprivileged people. It has a proven and consistent local ridership and also enhances access to tourist destinations.</p>

Appendix B – Qualified Entity Advisory Committee and ACT Feedback Report

Application	Applicant Name	Project Name	QE AC Fund/Don't Fund Recommendation	QE AC Comments	ACT Fund/Don't Fund Recommendation	ACT Comments
131793	Tillamook County Transportation District	TCTD Intercity Bus Service to Portland	Trimet TD - Fund Tillamook County TD - Fund	<b>Trimet TD</b> - No prioritized rank given. All projects in the TriMet QE area are equally important. <b>TCTD</b> - This service is critical to both Tillamook and Lincoln counties.	Region 1 - Fund NWACT - Fund	<b>Region 1 ACT</b> - TCTD is providing a much needed service between Tillamook and Portland. Their use of performance tracking is really noteworthy and provides a solid understanding of their ridership in addition to potential opportunities for areas of growth. There is a need for transit riders outside of the MPO boundaries to access our region. This grant will help them to expand their intercity bus service to better meet the needs of their customers. Grantee could elaborate on a long-term plan.
132744	Tillamook County Transportation District	TCTD Alternative Fuels	Tillamook County TD - Fund	<b>TCTD</b> - In addition to being good for the environment this project will reduce both fuel and maintenance expenses.	NWACT - Fund	
134312	TriMet	TriMet Express/Limited Stop Bus Network Study	Trimet TD - Fund	<b>Trimet TD</b> - No prioritized rank given. All projects in the TriMet QE area are equally important.	Region 1 ACT - Fund	<b>Region 1 ACT</b> - This project is a Metro region priority. This is something that was identified through the Regional Transportation Plan and the Regional Transit Strategy. This study would evaluate if there is a market for express/limited stop bus and could utilize potential ETC treatments such as bus on shoulder. All options need to be evaluated to improve efficiency, reliability to make public transportation be more competitive with driving. Using the shoulder in urban areas for transit in certain situations is a safer and more efficient use of highway right-of-way. Consider possible cost saving options. An implementation strategy should be included. This proposal responds to public demand for improved speed and reliability on public transit.
134336	TriMet	TriMet Transit Priority Spot Improvements	Trimet TD - Fund	<b>Trimet TD</b> - No prioritized rank given. All projects in the TriMet QE area are equally important.	Region 1 ACT - Fund	<b>Region 1 ACT</b> - This project is a Metro region priority. It builds off the ETC work being led by Metro and TriMet. This is a small amount of money that may develop 1-3 projects on the ground. It is easy to understand how they will use the funds. Prioritizing locations based on vulnerable populations is good. Consider possible cost saving options.  If funded, the prioritization and implementation of projects be coordinated with Metro funded ETC program.  TriMet buses are increasingly stuck in congestion making them slower, less reliable, and less competitive with driving. This project would continue the work the City of Portland helped to pilot looking at small, cost effective spot fixes that cumulatively can have a significant improve the speed and reliability of TriMet buses, making the service more useful to more people.

Appendix B – Qualified Entity Advisory Committee and ACT Feedback Report

Application	Applicant Name	Project Name	QE AC Fund/Don't Fund Recommendation	QE AC Comments	ACT Fund/Don't Fund Recommendation	ACT Comments
135506	TriMet	Friends of Frog Ferry Operations and Finance Plan	Trimet TD - Fund	<b>Trimet TD</b> - No prioritized rank given. All projects in the TriMet QE area are equally important.	Region 1 ACT - Fund	<b>Region 1 ACT</b> - There is interest in building a river transit ferry system from Vancouver to Portland. Additional studies are needed to understand the benefits on the corridor. There is interest behind a new mobility option that brings people closer to the river, nature and out of congestion. This study would be a step towards understanding if a foot ferry serving destinations along the Columbia and Willamette Rivers is viable and worthy of continued study and implementation. More detail needed on vulnerable populations, including displacement in the inner core.
133510	Umatilla County	Multi-County Transit	Umatilla County - Fund Grant County TD - Fund	<b>Grant County TD</b> - This would allow Umatilla County residents increased access to public transportation. <b>Umatilla County</b> - STIF Advisory Committee recommends funding this project but did not prioritize Intercommunity Projects because they felt they were equally important.	SEACT - Fund NEACT - Fund	<b>SEACT</b> - I support this project because it is expanding routes that were previously not offered in the more rural areas of Umatilla County. Umatilla is also partnering with Grant County to provide weekly stops in those areas. Any expansion or improvement in public transit routes are beneficial to the communities in eastern Oregon. Reasonable request. The partnership stated will provide public transportation to another rural area of Oregon which is much needed. The ability to use public transportation has environmental and economic impacts that will only benefit the state, local communities and ultimately citizens. <b>NEACT</b> - This project refrains from re-inventing the wheel by utilizing an existing service, but directly impacts low income households in a positive way by removing any financial burden on the passenger. NEACT echos and supports SEACT's support of this shared project. I think this application speaks for itself. Kayak and Grant County Transportation District enjoy a historic coordination effort that makes sense in the served communities. The Mission to Walla Walla connection is not a service duplication, it's a practical redundancy that varying passenger schedules require that is beyond the capabilities of any one provider.
133125	Union County	Capital Purchases	Union County - Fund		NEACT - Fund	<b>NEACT</b> - Similarly to the Grant County project it addresses trip planning and customer friendly route accessibility in a meaningful way. These project and its fixed network support active transportation. Passenger facing real time vehicle location is a critical link for park-n-ride, cyclists and first mile/last mile connections.

Appendix B – Qualified Entity Advisory Committee and ACT Feedback Report

Application	Applicant Name	Project Name	QE AC Fund/Don't Fund Recommendation	QE AC Comments	ACT Fund/Don't Fund Recommendation	ACT Comments
134757	Washington County	Community Transit and Demand Response System Technology Capital Improvements	Trimet TD - Fund	<b>Trimet TD</b> - No prioritized rank given. All projects in the TriMet QE area are equally important.	Region 1 - Fund	<b>Region 1 ACT</b> - This project is a Metro region priority. The project will address some of the first and last mile connections and provide a better passenger information and experience. Technology that can assist in better operations and management is key for transit agencies. The proposal includes training which will be critical for their staff to effectively use the technology.
135605	Wheeler County	STIF Discretionary	Wheeler County - Fund	<p><b>Wheeler County</b> - Wheeler County has a small, but effective rural demand response service through Wheeler County Community Transportation. This project will help sustain lifeline services for this highly rural area of Oregon. The STIF Grant forecasts expanding these much-needed services throughout the county to low-income residents. The STIF discretionary funds associated with this project will provide service enhancement, preservation of existing capacity for transportation to eligible individuals within Wheeler County, while preventing gaps in service.</p> <p>Wheeler County's poverty rate is slightly higher than the state average, with 18% of the County living in poverty. The median household income in Wheeler County is about 69% of the median income in Oregon. We have a high demand for transportation services for this demographic.</p> <p>Wheeler County Community Transportation is the only public transportation service in Wheeler County. The program serves the entire area of Wheeler County. The promotion, enhancement and facilitation of access to these services is necessary. This project is important for improving health and livability outcomes for Wheeler County residents.</p> <p>The fund request for this project includes costs associated with supporting administration, management of driver recruitment, safety and background checks, training, scheduling of drivers, coordination with passengers, other support functions associated with volunteer drivers.</p>	LJDACT - Fund	<b>LJDACT</b> - The LJDACT strongly supports this application, and feels that this project has significant benefit to the entire Lower John Day Area. The LJDACT has identified this as a top 4 priority application due to the value in expanding and improving services in Wheeler County. Wheeler County has an small but effective rural demand response service and this project will help sustain lifeline services for this highly rural area of Oregon. Although the application does not effectively share this message, the project support a vital linkage for vulnerable populations to get to medical care and services, would improve Wheeler County's ability to coordinate with neighboring counties and conduct mobility management, and would link highly rural areas to urban centers. This project is important for improving health and livability outcomes for Wheeler County residents.

Appendix C – Qualified Entity Advisory Committee and ACT Project Prioritization Report

QE Advisory Committees	1st	2nd	3rd	4th	5th	6th	7th
<b>Baker County</b>	Community Connection - Intercity: Section 5311(f) Only	Grant County TD John Day to Ontario Route					
<b>Basin Transit Service TD</b>	Basin Transit Service TD - Basin Connect Community Transit Service	City of La Pine - La Pine Station	COIC - Planning Feasibility Study for Klamath Falls to Redmond				
<b>Benton County</b>							
<b>Columbia County</b>							
<b>Coos County</b>	Coos County - Closing the Coastal Connection	Coos County - Lifeline Route	Coos County - Growing Up!	TAC Transport, Inc. - Coos Bay-Eugene-Bend Vehicle Purchase and PM Funding Request			
<b>Crook County</b>	COIC - CET Community Connector Service	COIC - Hawthorne Station Renovation	CAC Transport, Inc. - Central Oregon Breeze Bus				
<b>Curry County</b>							
<b>Deschutes County</b>	City of La Pine - La Pine Station	COIC - CET Community Connector Service	COIC - Hawthorne Station Renovation	Harney County - Intercity Weekly Service Between Bend and Burns	COIC - Planning Feasibility Study for Klamath Falls to Redmond	CAC Transport, Inc. - Central Oregon Breeze Bus	TAC Transport, Inc - Coos Bay-Eugene-Bend Vehicle Purchase and PM Funding Request
<b>Douglas County</b>							
<b>Gilliam County</b>							
<b>Grant County TD</b>	Grant County TD - Expansion Vehicle	Grant County TD - Bus Station Expansion Phase 2	Grant County TD - Bus Shelter at High School	Grant County TD - Vehicle Hardware/Software	Grant County TD - John Day to Ontario Route	Umatilla County - Multi-County Transit	
<b>Harney County</b>							
<b>Hood River County TD</b>							
<b>Jefferson County</b>	COIC - CET Community Connector Service	COIC - Hawthorne Station Renovation	C.A.C. Transportation Inc. - Central Oregon Breeze Bus				
<b>Josephine County</b>							
<b>Lake County</b>							
<b>Lane Transit District</b>							
<b>Lincoln County</b>							

Appendix C – Qualified Entity Advisory Committee and ACT Project Prioritization Report

QE Advisory Committees	1st	2nd	3rd	4th	5th	6th	7th
<b>Linn County</b>	City of Albany - Linn-Benton Loop Expansion Bus						
<b>Malheur County</b>							
<b>Morrow County</b>							
<b>Rogue Valley TD</b>							
<b>Salem Area Mass Transit District</b>							
<b>Sherman County</b>							
<b>Sunset Empire TD</b>							
<b>Tillamook County TD</b>							
<b>Tri County Metropolitan TD of Oregon</b>							
<b>Umatilla County</b>							
<b>Union County</b>	Union County - Capital Purchases	Community Connection - 5311(f)					
<b>Wallowa County</b>							
<b>Wasco County</b>	Gilliam County Transit - Developing Staff and Drivers; Hood River County Transit District - Columbia Gorge Transit Service Optimization; Mid-Columbia Economic Development District Gorge TransLink Alliance Mobility Management Project	CAC Transport, Inc. - Central Oregon Breeze Bus					
<b>Wheeler County</b>							
<b>Yamhill County</b>							
<b>Indian Tribe: Burns Paiute</b>							
<b>Indian Tribe: Coos, Lower Umpqua and Siuslaw</b>	Lane Council of Governments - Florence-Eugene Intercommunity Route						

Appendix C – Qualified Entity Advisory Committee and ACT Project Prioritization Report

QE Advisory Committees	1st	2nd	3rd	4th	5th	6th	7th
Indian Tribe: Grand Ronde							
Indian Tribe: Siletz							
Indian Tribe: Umatilla							
Indian Tribe: Warm Springs	COIC - CET Community Connector Service	C.A.C. Transportation Inc. - Central Oregon Breeze Bus	COIC - Hawthorne Station Renovation				
Indian Tribe: Coquille							
Indian Tribe: Cow Creek Band of Umpqua Indians							
Indian Tribe: Klamath	Basin Transit Service TD - Basin Connect Community Transit Service	COIC - Planning Feasibility Study from Klamath Falls to Redmond					
<b>ACTs</b>							
Cascades West							
Central Oregon							
Lane							
Lower John Day							
Mid-Willamette Valley							
North East							
North West							
Rogue Valley							
Region 1							
South Central							
South East							
South West	Coos County - Closing the Coastal Connection						