Topics

- Statewide priorities
- Eligibility
- Funding available
- Match
- Schedule
- Selection process
- Project selection criteria
Overview

- **Statewide Transportation Improvement Fund (STIF) Discretionary** solicitation (5% of STIF)
- **Statewide Transit Network Program** discretionary solicitation, funded from two sources:
  - Federal Transit Administration (FTA) Section 5311(f)
  - STIF Intercommunity Fund (4% of STIF)

Statewide Priorities

STIF Discretionary and Statewide Transit Network Program investment priorities are guided by:

- Oregon Public Transportation Plan
- Oregon Administrative Rule (OAR) Chapter 732, Divisions 40 and 44
- FTA Circular C 9040.1.G
OTC Investment Priorities
Discretionary and Statewide Transit Network

• Improve transit for vulnerable populations
• Improve coordination between providers
• Fill gaps in the statewide network
• Reduce greenhouse gas emissions and improve public health
• Encourage sustainable funding plans
• Maintain fleet condition
• Improve use of active transportation

STIF Discretionary and Intercommunity Funds Eligible Applicants

• **Eligible:** Mass Transit Districts, Transportation Districts, Indian Tribes, or a city, county, Special District, Intergovernmental Entity, or any other political subdivision or municipal or Public Corporation that provides Public Transportation Services.

• **Ineligible:** Non-profit and private for-profit public transportation providers
FTA Section 5311 (f)
Eligible Applicants

- Additional eligible applicants include:
  Non-profit and private transit operators that provide public transportation services

STIF Discretionary Fund
Eligible Projects

- Eligible: Nearly all public transportation project types
- Eligible with conditions: Pilot operations projects may be considered if they include a feasible financial plan for ongoing operations
- Ineligible: Light rail capital and ongoing operations projects
Statewide Transit Network Program
Eligible Projects

- **Eligible**: Nearly project types, except light rail capital
  - Ongoing operations projects are not guaranteed continuous future funding
  - FTA 5311(f) projects must meet different service characteristics

<table>
<thead>
<tr>
<th>Funding Sources</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>STIF Discretionary Fund (5%)</td>
<td>$10.9 M</td>
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<tr>
<td>Statewide Transit Network Program</td>
<td>$10.0 M</td>
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<tr>
<td>STIF Intercommunity Fund (4%)</td>
<td>$8.7 M</td>
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<tr>
<td>FTA Section 5311(f)</td>
<td>$1.3 M</td>
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Eligible Match Sources

• Eligible match sources vary by fund source

• STIF Discretionary and Intercommunity
  Federal, other state public transportation, and local funds; private contributions; and in-kind labor

• FTA Section 5311(f)
  Non-federal funds, except fare box revenue

Match Amounts
STIF Discretionary and Intercommunity Funds

• 20% match
• 10% match for projects that
  o Predominantly serve or provide access to rural communities
  o Serve an area outside of a Public Transportation Service Provider’s geographic jurisdiction
  o Fill a significant gap in the Statewide Transit Network
  o Provide statewide benefits, or benefits to multiple PTSPs
Project Selection Process

- Applications due Feb. 1, 2019
- ODOT reviews for eligibility and completeness
- Area Commissions on Transportation and STIF Advisory Committees review
- ODOT Project Selection Committee scores and ranks
- Public Transportation Advisory Committee recommends to OTC
- OTC reviews and decides which projects will be awarded funds
- ODOT notifies applicants of award decision, August 2019

Evaluation Criteria

<table>
<thead>
<tr>
<th>Focus area</th>
<th>STIF Disc. Weight</th>
<th>STN Weight</th>
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</thead>
<tbody>
<tr>
<td>Equity and Public Transportation Service to Low-income Households</td>
<td>20%</td>
<td>10%</td>
</tr>
<tr>
<td>OPTP goal: Equity</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coordination of Public Transportation Services</td>
<td>10%</td>
<td>30%</td>
</tr>
<tr>
<td>OPTP goal: Communication, Collaboration, &amp; Coordination</td>
<td></td>
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<tr>
<td>Statewide Transit Network Connections</td>
<td>10%</td>
<td>30%</td>
</tr>
<tr>
<td>OPTP goals: Mobility &amp; Public Transportation User Experience, Accessibility and Connectivity</td>
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</thead>
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<tr>
<td><strong>Environmental and Public Health</strong></td>
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<td></td>
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<tr>
<td>OPTP goals: Environmental Sustainability Health</td>
<td>15%</td>
<td>10%</td>
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<tr>
<td><strong>Sustainable Funding</strong></td>
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<td></td>
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<tr>
<td>OPTP goal: Funding and Strategic Investment</td>
<td>20%</td>
<td>10%</td>
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<tr>
<td><strong>Safety, Security, and Community Livability</strong></td>
<td></td>
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<tr>
<td>OPTP goals: Safety and security, Community livability and economic vitality</td>
<td>25%</td>
<td>10%</td>
</tr>
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Examples of Projects that Support Statewide Transit Network Needs, Derived from OPTP

- Partner with other agencies to efficiently fill gaps in the statewide network, which could include assuming management of ODOT contracted services
- Support and explore use of emerging open source data standards, such as GTFS-ride and GTFS-flex
- Expand uniform electronic passenger fare payment systems
- Reduce GHG emissions through electrification, low- or no-emission fleet expansion
New Funding Means Some New Requirements

- Legislative emphasis on accountability
- Meaningful outcome measures and benefits
- Rides, miles, low-income households served, low and no emission vehicles
- Gaps in statewide network filled
- Improved coordination between providers to reduce fragmentation of services

Identifying Public Transportation Benefits to Low-Income Households

- Applicants for STIF Discretionary and Intercommunity funds identify project benefits to low-income households
- Methods for Calculating Low-income households guidance document and training PPT, located on STIF website under Formula Fund Resources
Resources

- Solicitation Materials: https://www.oregon.gov/ODOT/RPTD/Pages/Funding-Opportunities.aspx
- STIF Web Page: https://www.oregon.gov/ODOT/RPTD/Pages/STIF.aspx

Contacts

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