

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

Report to PTAC on STIF Selection Committee Funding Recommendations

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I. Executive Summary

On February 9 and 11, 2021, the ODOT Statewide Transportation Improvement Fund (STIF) Selection Committee convened to review project rankings for applications submitted for funding consideration under the STIF Discretionary Fund Program and the Statewide Transit Network Fund Program. The Statewide Transit Network Fund program 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 Entities (QEs) 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 QEs, 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 budget details, as well as reports reflecting QE and ACT project feedback. The submitted applications may be found through the hyperlink embedded in the next section where the reader may find additional detail on these funding requests.

II. Application Review Process

On or before November 2, 2020, ODOT received 69 [applications](#) for consideration for FY 2021-23 funding. ODOT Public Transportation Division (PTD) formed a STIF Selection Committee (Committee) to score each submitted application and finalize the funding recommendations provided in this report. The 2021-23 Selection Committee consisted of 11 members, including each regional transit coordinator, two members from the ODOT Transit Section Policy and Strategic Investment Unit, one active transportation modal expert, and two external stakeholders from PTAC.

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 QE and ACT feedback to finalize its funding recommendations to PTAC during the February Selection Committee meeting.

The below chart summarizes the projected fund availability for each fund source for the 2021-23 biennium, pending the Legislature's adopted budget. The total amount requested for this solicitation surpassed total available funds by approximately \$6.85 million.

The chart also outlines the total recommended award amounts for each fund source. Applicants were able to apply for more than one fund source. However, project and applicant eligibility differs between funds, meaning some projects are only eligible for awards under one or two of the three available sources. This solicitation includes the possibility of offering a reduced match requirement of 10% for projects meeting certain characteristics. The Committee made its recommendation with the assumption that all projects would be funded at 20% match this fund cycle to include additional supported projects that otherwise could not be funded.

Fund Program/Source	Projected Fund Availability	Recommended Total Awards
STIF Discretionary Fund Program	\$ 10,500,000	\$ 10,488,500
Statewide Transit Network Program	\$ 10,300,000	\$ 10,259,500
STIF Intercommunity Discretionary Fund	\$ 8,400,000	\$ 8,400,000
FTA Section 5311(f) Fund	\$ 1,900,000	\$ 1,889,000

III. STIF Selection Committee Prioritized Funding Recommendations

The following 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 2021-23

Prioritized Rank	Applicant Name	Application Title	Recommended Grant Award
1	Umatilla County	Til Taylor Park ADA Upgrade Partnership	\$46,952
2	Rogue Valley Transportation District	Hwy 99 Alameda Fire Recovery Partnership: Active Transportation and Bus Stop Facilities	\$1,000,000
3	Morrow County	Operating: Heppner - Boardman Connector	\$138,400

4	Morrow County	Vehicle Expansion	\$371,900
5	Linn County	Linn Shuttle Vehicle Acquisition	\$276,000
6	Washington County	Shuttle Stop Enhancement Project	\$252,080
7	Morrow County	Operating: Port of Morrow-Boardman Circulator	\$148,000
8	Tri County Metropolitan District of Oregon	TriMet Transit Priority Spot Improvements	\$348,000
9	Clackamas County	Integrated Website for Clackamas County Small Transit Providers	\$116,000
10	Mid-Columbia Economic Development District	Marketing the Gorge Regional Transit System through Gorge Pass	\$240,000
11	City of Wilsonville - SMART	FY2022 Transportation Master Plan Update	\$112,000
12	Benton County	Hwy 99W Transit Corridor Pilot	\$394,080
13	City of Pendleton	Pendleton Bus Barn Facility Planning Project	\$72,000
14	Yamhill County	Hwy 99W Transit Corridor Pilot	\$484,320
15	Salem Area Mass Transit District	South Salem Transit Center	\$600,000
16	Morrow County	Planning - Bus Barn	\$78,832
17	City of Cottage Grove	Enhance Lane-Douglas Connector Service	\$85,600
18	Grant County Transportation District	Replacement Bus Purchase	\$88,000
19	Sherman County	Sherman County Transit Business Plan	\$17,520
20	Lane Transit District	Lane Transit District Electric Bus Replacement Project	\$2,164,000
21	Sherman County	Construction of a Bus Shelter	\$480,000
22	Salem Area Mass Transit District	Small Buses for Cherriots Local Service	\$524,765
23	Tri County Metropolitan District of Oregon	Frog Ferry Pilot	\$500,000
24	Josephine County	Josephine County Transit Hub	\$364,000
25	Josephine County	Medical Rides for Medicaid Eligible Clients Only	\$40,000
26	City of Lebanon	Outlying Community Connector	\$76,000
27	Tillamook County Transportation District	NWConnector Transit Access Project: Phase 2 -- Construction	\$598,035
28	City of Wilsonville - SMART	Bus and Bus Stop Technology Upgrades	\$198,416
29	Oregon Cascade West Council of Governments	Transit Technology Improvements for Demand Respond NEMT	\$96,000
30	Lake County	Safe Access for All	\$49,600
31	Benton County	Camera System Installation	\$80,000
32	Umpqua Public Transportation District	2 Expansion Buses	\$208,000
33	Gilliam County Transportation	Right Size Fleet with Hybrid/Gas vs Gas Vehicle	\$120,000
34	Coos County Area Transportation District	Coos Tri-Cities Low Floor Transit Bus	\$120,000
STIF Discretionary Recommended Award Total			\$10,488,500

STIF Intercommunity Discretionary Prioritized Funding Recommendation: FY 2021-23

Prioritized Rank	Applicant Name	Application Title	Recommended Grant Amount
1	Grant County Transportation District	Bend Run	\$88,000
2	Umatilla County	Hermiston Hopper	\$345,407
3	Grant County Transportation District	Ontario Run	\$32,640
4	Lane Council of Governments	Eugene-Florence Intercommunity Route	\$800,000
5	Lane Council of Governments	Florence-Yachats Connector	\$392,000
6	Mid-Columbia Economic Development District	Gorge TransLink Alliance Mobility Management Project	\$285,766*
7	Umatilla County	Pilot Rocket	\$179,246
8	Clackamas County	I205 / Borland Rd / Bridgeport Village Transit Service	\$720,000
9	Hood River Transportation District	Columbia Gorge Express - I84 Corridor Service	\$1,060,080
10	Central Oregon Intergovernmental Council	Central Oregon Community Connector Service	\$265,151
11	Josephine County	Rt 100 Commuter Service	\$280,000
12	Confederated Tribes of the Umatilla Indian Reservation	Walla Walla Whistler	\$328,126
13	Sunset Empire Transportation District	Lower Columbia Connector	\$784,000*
14	Oregon Cascade West Council of Governments	Addressing Regional Transit Network Gaps	\$224,000*
15	Central Oregon Intergovernmental Council	Bend Mobility Hub Development	\$1,792,000
16	Confederated Tribes of the Umatilla Indian Reservation	La Grande Arrow	\$273,518
17	Coos County Area Transportation District	Coos Bay to Florence Connection	\$276,952
18	Harney County	Free Weekly deviated fixed route between Harney and Deschutes Counties	\$61,901
19	Coos County Area Transportation District	Coos Bay to Roseburg Connection	\$96,813
20	City of Woodburn	Woodburn Volunteer Out-of-Town Medical Transportation Program (WVMT)	\$114,400
STIF Intercommunity Discretionary Recommended Award Total			\$8,400,000

* See Section V for additional discussion on this project.

FTA Section 5311(f) Prioritized Funding Recommendation: FY 2021-23

Prioritized Rank	Applicant Name	Application Title	Recommended Grant Award
1	Tillamook County Transportation District	TCTD Route 60X: Coastal Connector - Lincoln City-Grand Ronde-Salem	\$486,500
2	Tillamook County Transportation District	Coastliner - Tillamook to Portland Intercity Service	\$686,000
3	Lane Transit District	Oakridge Transportation Services	\$312,000
4	Community Connection of Northeast Oregon, Inc.	Baker Intercity	\$69,000
5	TAC Transportation, Inc.	Redmond-Chemult Amtrak Thruway and Eugene-Bend Daily Bus Service, vehicle replacement	\$240,000
6	Community Connection of Northeast Oregon, Inc.	Wallowa Intercity	\$66,000
FTA Section 5311(f) Recommended Award Total			\$1,859,500

IV. Tentative Award Recommendations

The forecasted fund availability for these programs is insufficient to support all submitted projects. The Committee offers a prioritized list of projects that the Committee supports but were unable to recommend for funding due to insufficient available funds. If additional funds become available by the end of FY 2021, the Committee recommends funding the following projects, in the order provided. At its March 2021 meeting, PTAC endorsed the use of unobligated Section 5311 funding to fund supported STIF/STN projects that could not be funded through this solicitation. Tier One projects would be entirely unfunded under the current funding recommendation provided above. Tier Two projects are projects the Committee recommended funding at a reduced award to accommodate additional projects. If sufficient additional funding becomes available, the Committee recommends funding the unfunded balance of those award requests.

<u>Tier One</u> – Supported but Unfunded Projects	Grant Amount
1. City of Sisters - Sisters Multi-Modal Transit Hub	\$80,000*
2. TAC Transportation, Inc. - Preventative Maintenance and Capital Expense	\$281,600
<u>Tier Two</u> – Funding Balance of Projects Scaled to Accommodate Additional Projects	Unfunded Balance
3. Benton County - Hwy 99W Transit Corridor Pilot	\$140,000
4. Yamhill County - Hwy 99W Transit Corridor Pilot	\$140,000
5. Lane Transit District - Lane Transit District Electric Bus Replacement Project	\$1,223,996

*See Section V for additional discussion on this project.

V. Reduced or Conditional Funding Recommendations

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

1) Oregon Cascades West Council of Governments - Addressing Regional Transit Network Gaps

Requested Funding Amount: \$280,000

Recommended Funding Amount: \$224,000

Applicant seeks funding for two distinct deliverables: 1) design of two mobility hubs within Benton and Linn Counties; and 2) developing a “regional transit coordination plan” to “guide the future expansion of service within Lincoln, Benton and Linn Counties.” The Committee recommends funding the first of these two deliverables. The consensus of the Committee is that multiple existing local and regional coordination plans sufficiently identify the transportation connectivity and coordination needs of the region served. Further, the Lincoln County and Linn County QEs provided “do not fund” recommendations to ODOT for the coordination plan deliverable. In their feedback, these QEs note the continuing planning partnerships between counties and existing coordinated plans that make the creation of an additional regional plan unnecessary at this time.

The Committee recommends a reduced award of \$224,000 to support design of two mobility hubs.

2) Mid-Columbia Economic Development Division - Gorge TransLink Alliance Mobility Management Project

Requested Funding Amount: \$336,000

Recommended Funding Amount: \$285,766

The Committee was informed that additional non-STIF funding was allocated towards this project following submission of the STIF application. The Committee recommends a reduced award of \$285,766 to reflect the reduced need and to accommodate additional supported projects.

3) Sunset Empire Transportation District – Lower Columbia Connector

Requested Funding Amount: \$903,200

Recommended Funding Amount: \$784,000

The applicant communicated to ODOT that this project would be adequately funded at a reduced operations award. The Committee recommends a reduced award of \$784,000 to accommodate additional supported projects and to reflect the communicated shift in need.

4) City of Sisters - Sisters Multi-Modal Transit Hub

Requested Funding Amount: \$80,000

Recommended Conditional Funding Amount: \$80,000

Applicant seeks funding to plan the development of a multi-modal transit hub in Sisters, OR. While the Committee found the application provided detailed deliverables and thoughtful responses to selection criteria

questions, the Committee also had reservations about project feasibility and scope. The applicant has not yet acquired an option to purchase the identified property and the usefulness of the proposed hub to regional providers remains in question. If additional funding becomes available for use during the 2021-23 biennium, the Committee recommends the project award be conditioned on the applicant collaborating with the appropriate ODOT Regional Transit Coordinator to determine the appropriate project scope. This scoping process may result in the recommendation of a reduced award where the requested award outstrips project need. Any changes to the project scope would be reflected in the grant agreement statement of work. The Committee does not recommend funding this project without these conditions.

VI. Do Not Fund Recommendations

The Committee recommends that the six below listed projects are not awarded funding. This section will provide Committee rationale for making these “do not fund” recommendations.

1) Gilliam County - Assets Storage

Requested Amount: \$116,000

Applicant seeks administrative costs associated with the purchase of land, upon which the applicant would later construct a facility to store vehicle assets. This application did not identify sufficiently clear project deliverables and the Committee concurred that the applicant appears underprepared to develop this asset storage facility at this time. Notably, the applicant indicates uncertainty about whether they would be able to acquire the property identified for development. This project ranked 43rd of 45 projects submitted under STIF Discretionary.

2) Gilliam County - Facility Assessment Plan Development

Requested Amount: \$6,800

Applicant seeks funds to develop a plan that assesses the vehicle storage needs for the transit agency. The application’s project description offered minimal detail of the project deliverables. The applicant did not offer a compelling argument that the project would advance any of the STIF program goals expressed in the project selection criteria. The underdeveloped selection criteria responses in this application and in the related “Assets Storage” application resulted in low scores for both projects across evaluators. This project ranked 45th of 45 projects submitted under STIF Discretionary.

3) Umpqua Public Transportation District - Construction of Permanent Parking Wash Bay and Preventive Maintenance Facilities

Requested Amount: \$2,169,978

Applicant seeks funds to develop and construct a parking and vehicle maintenance facility. The Committee found that this large award request was not supported by sufficient information in the project description. The lack of detail provided in response to selection criteria questions also resulted in lower scores. Multiple committee members raised concerns about the applicant’s capacity to complete a project of this scale within the 2021-23 biennium. This project ranked 40th of 45 projects submitted under STIF Discretionary.

4) Union County - Scheduling, Dispatch and Reporting Software Replacement

Requested Amount: \$375,328

Applicant seeks funds to purchase scheduling, dispatch and reporting software and hardware components for use by Community Connection of Northeast Oregon, Inc. The most compelling reason for the Committee's recommendation was that feedback solicited from the project area indicated a lack of local support for this project. The NEACT listed this project as a low priority, given the need for a "better description of the proposed software/hardware; more details about the applicant's research into potential vendors; examples of systems successfully deployed by similar sized providers; itemized estimates of up front and on-going costs; and a credible narrative linking the request to score-able outcomes." The Committee agreed with the NEACT's assessment and does not believe the project is adequately scoped to be funded at this time.

5) Lane Transit District - LTD Trip Planner Mobility Wallet Technology Innovation Project

Requested Amount: \$600,000

Applicant seeks funding the creation of a trip planner application to provide contactless payment and integrated trip planning to transit users. While the Committee recognizes the value of technology improvement projects, this application did not identify clear deliverables and did not offer a credible link between the project description and the award amount requested. Particularly for a technology procurement and improvement project, lack of identified deliverables makes project scoping and review of project progress particularly challenging and, historically, has resulted in low-value outcomes. The project was listed as a lower priority project by the Lane ACT. This project ranked 41st out of 45 projects submitted under STIF Discretionary.

6) Northwest BusCorp - PDX LINE

Requested Amount: \$752,000

Applicant sought FTA Section 5311(f) funding for vehicle purchase and preventative maintenance to support a new service between Reno, NV and Portland, OR. The Committee concurred that new and existing in-state services should be prioritized over interstate services. There was also some committee concern about funding a capital purchase for out-of-state use. Given the highly competitive projects considered for 5311(f) funding, the Committee recommended this project not be funded.

Appendix A – Funding Recommendation Summary with Project Task Totals

2021-2023 STIF Discretionary Fund Program
ODOT Selection Committee Funding Recommendation to PTAC

Applicant	Project Title	Project Type	Recommended Award
Benton County	Hwy 99W Transit Corridor Pilot	Vehicle Expansion	\$140,000
		Signs/Shelters	\$80,000
		Planning	\$16,000
		Project Administration	\$32,000
		Operations	\$116,480
		Preventive Maintenance	\$9,600
		Total	\$394,080
Benton County	Camera System Installation	Equipment	\$80,000
		Total	\$80,000
City of Cottage Grove	Enhance Lane-Douglas Connector Service	Vehicle Expansion	\$82,400
		Preventive Maintenance	\$3,200
		Total	\$85,600
City of Lebanon	Outlying Community Connector	Vehicle Expansion	\$76,000
		Total	\$76,000
City of Pendleton	Pendleton Bus Barn Facility Planning Project	Planning	\$72,000
		Total	\$72,000
City of Wilsonville - SMART	FY2022 Transportation Master Plan Update	Planning	\$112,000
		Total	\$112,000
City of Wilsonville - SMART	Bus and Bus Stop Technology Upgrades	Equipment	\$198,416
		Total	\$198,416
Clackamas County	Integrated Website for Clackamas County Small Transit Providers	Planning	\$116,000
		Total	\$116,000
Coos County Area Transportation District	Coos Tri-Cities Low Floor Transit Bus	Vehicle Replacement	\$120,000
		Total	\$120,000
Gilliam County Transportation	Right Size Fleet with Hybrid/Gas vs Gas Vehicle	Vehicle Replacement	\$120,000
		Total	\$120,000
Grant County Transportation District	Replacement Bus Purchase	Vehicle Replacement	\$88,000
		Total	\$88,000

2021-2023 STIF Discretionary Fund Program
ODOT Selection Committee Funding Recommendation to PTAC

Applicant	Project Title	Project Type	Recommended Award
Josephine County	Josephine County Transit Hub	Equipment	\$100,000
		Signs/Shelters	\$264,000
		Total	\$364,000
Josephine County	Medical Rides for Medicaid Eligible Clients Only	Operations	\$40,000
		Total	\$40,000
Lake County	Safe Access for All	Facility	\$48,000
		Signs/Shelters	\$1,600
		Total	\$49,600
Lane Transit District	Lane Transit District Electric Bus Replacement Project	Vehicle Replacement	\$2,164,000
		Total	\$2,164,000
Linn County	Linn Shuttle Vehicle Acquisition to Support Enhanced Service Particularly to Low Income	Vehicle Expansion	\$276,000
		Total	\$276,000
Mid-Columbia Economic Development District	Marketing the Gorge Regional Transit System through GORge Pass	Project Administration	\$240,000
		Total	\$240,000
Morrow County	Planning - Bus Barn	Planning	\$78,832
		Total	\$78,832
Morrow County	Operating: Heppner - Boardman Connector	Operations	\$138,400
		Total	\$138,400
Morrow County	Operating: Port of Morrow-Boardman Circulator	Operations	\$148,000
		Total	\$148,000
Morrow County	Vehicle Expansion	Vehicle Expansion	\$371,900
		Total	\$371,900
Oregon Cascade West Council of Governments	Transit Technology Improvements for Demand Respond NEMT	Mobility Management	\$96,000
		Total	\$96,000
Rogue Valley Transportation District	Hwy 99 Alameda Fire Recovery Partnership: Active Transportation and Bus Stop Facilities	Facility	\$909,760
		Signs/Shelters	\$90,240
		Total	\$1,000,000
Salem Area Mass Transit District	South Salem Transit Center - Land, Design/Engineering, Environmental	Facility	\$600,000
		Total	\$600,000

2021-2023 STIF Discretionary Fund Program
ODOT Selection Committee Funding Recommendation to PTAC

Applicant	Project Title	Project Type	Recommended Award
Salem Area Mass Transit District	Small Buses for Cherriots Local Service	Vehicle Expansion	\$524,765
		Total	\$524,765
Sherman County	Construction of a Bus Shelter	Facility	\$480,000
		Total	\$480,000
Sherman County	Sherman County Transit Business Plan	Planning	\$17,520
		Total	\$17,520
Tillamook County Transportation District	NWConnector Transit Access Project: Phase 2 -- Construction	Signs/Shelters	\$582,035
		Project Administration	\$16,000
		Total	\$598,035
Tri County Metropolitan District of Oregon	TriMet Transit Priority Spot Improvements	Planning	\$29,600
		Project Administration	\$3,200
		Preventive Maintenance	\$315,200
		Total	\$348,000
Tri County Metropolitan District of Oregon	Frog Ferry Pilot	Planning	\$500,000
		Total	\$500,000
Umatilla County	Til Taylor Park ADA Upgrade Partnership	Equipment	\$760
		Facility	\$21,256
		Signs/Shelters	\$19,536
		Planning	\$3,840
		Project Administration	\$1,560
		Total	\$46,952
Umpqua Public Transportation District	2 Expansion Buses	Vehicle Expansion	\$208,000
		Total	\$208,000
Washington County	Shuttle stop enhancement project	Facility	\$171,200
		Signs/Shelters	\$71,280
		Project Administration	\$9,600
		Total	\$252,080

2021-2023 STIF Discretionary Fund Program
ODOT Selection Committee Funding Recommendation to PTAC

Applicant	Project Title	Project Type	Recommended Award
Yamhill County	Hwy 99W Transit Corridor Pilot	Vehicle Expansion	\$140,000
		Signs/Shelters	\$40,000
		Planning	\$16,000
		Project Administration	\$72,000
		Operations	\$216,320
		Total	\$484,320
Total Recommended Amount			\$10,488,500

2021-2023 STIF Intercommunity Discretionary Fund Program
ODOT Selection Committee Funding Recommendation to PTAC

Applicant	Project Title	Project Type	Recommended Award
Central Oregon Intergovernmental Council	Central Oregon Community Connector Service	Project Administration	\$79,970
		Operations	<u>\$185,181</u>
		Total	\$265,151
Central Oregon Intergovernmental Council	Bend Mobility Hub Development	Facility	<u>\$1,792,000</u>
		Total	\$1,792,000
City of Woodburn	Woodburn Volunteer Out-of-Town Medical Transportation Program (WVMT)	Operations	<u>\$114,400</u>
		Total	\$114,400
Clackamas County	I205 / Borland Rd / Bridgeport Village Transit Service	Vehicle Expansion	\$164,000
		Signs/Shelters	\$4,800
		Project Administration	\$12,000
		Operations	<u>\$539,200</u>
		Total	\$720,000
Confederated Tribes of the Umatilla Indian Reservation	Walla Walla Whistler	Project Administration	\$82,060
		Operations	<u>\$246,066</u>
		Total	\$328,126
Confederated Tribes of the Umatilla Indian Reservation	La Grande Arrow	Project Administration	\$66,344
		Operations	<u>\$207,174</u>
		Total	\$273,518
Coos County Area Transportation District	Coos Bay to Roseburg Connection	Project Administration	\$16,308
		Operations	\$47,417
		Preventive Maintenance	<u>\$33,088</u>
		Total	\$96,813
Coos County Area Transportation District	Coos Bay to Florence Connection	Project Administration	\$45,766
		Operations	\$185,135
		Preventive Maintenance	<u>\$46,051</u>
		Total	\$276,952
Grant County Transportation District	Ontario Run	Operations	\$26,480
		Preventive Maintenance	<u>\$6,160</u>
		Total	\$32,640

2021-2023 STIF Intercommunity Discretionary Fund Program
ODOT Selection Committee Funding Recommendation to PTAC

Applicant	Project Title	Project Type	Recommended Award
Grant County Transportation District	Bend Run	Operations	\$82,000
		Preventive Maintenance	<u>\$6,000</u>
		Total	\$88,000
Harney County	Free Weekly deviated fixed route between Harney and Deschutes Counties	Operations	<u>\$61,901</u>
		Total	\$61,901
Hood River Transportation District	Columbia Gorge Express - I84 Corridor Service	Project Administration	\$132,480
		Operations	\$880,000
		Preventive Maintenance	<u>\$47,600</u>
		Total	\$1,060,080
Josephine County	Rt 100 Commuter Service	Operations	<u>\$280,000</u>
		Total	\$280,000
Lane Council of Governments	Eugene-Florence Intercommunity Route	Operations	<u>\$800,000</u>
		Total	\$800,000
Lane Council of Governments	Florence-Yachats Connector	Operations	<u>\$392,000</u>
		Total	\$392,000
Mid-Columbia Economic Development District	Gorge TransLink Alliance Mobility Management Project	Planning	\$63,366
		Mobility Management	<u>\$222,400</u>
		Total	\$285,766
Oregon Cascade West Council of Governments	Addressing Regional Transit Network Gaps	Planning	<u>\$224,000</u>
		Total	\$224,000
Sunset Empire Transportation District	Lower Columbia Connector	Vehicle Expansion	\$320,000
		Project Administration	\$24,000
		Operations	\$400,000
		Preventive Maintenance	<u>\$40,000</u>
		Total	\$784,000
Umatilla County	Hermiston Hopper	Project Administration	\$83,269
		Operations	<u>\$262,138</u>
		Total	\$345,407

2021-2023 STIF Intercommunity Discretionary Fund Program
ODOT Selection Committee Funding Recommendation to PTAC

Applicant	Project Title	Project Type	Recommended Award
Umatilla County	Pilot Rocket	Project Administration	\$42,584
		Operations	<u>\$136,662</u>
		Total	\$179,246
Total Recommended Amount			\$8,400,000

2021-2023 FTA Section 5311(f) Fund
ODOT Selection Committee Funding Recommendation to PTAC

Applicant	Project Title	Project Type	Recommended Award
Community Connection of Northeast Oregon, Inc.	Wallowa Intercity	Operations	<u>\$66,000</u>
	Total		<u>\$66,000</u>
Community Connection of Northeast Oregon, Inc.	Baker Intercity	Operations	<u>\$69,000</u>
	Total		<u>\$69,000</u>
Lane Transit District	Oakridge Transportation Services	Operations	<u>\$312,000</u>
	Total		<u>\$312,000</u>
TAC Transportation, Inc.	Redmond-Chemult Amtrak Thruway and Eugene-Bend Daily Bus Service, vehicle replacement.	Vehicle Replacement	<u>\$240,000</u>
	Total		<u>\$240,000</u>
Tillamook County Transportation District	TCTD Route 60X: Coastal Connector - Lincoln City-Grand Ronde-Salem	Vehicle Expansion	<u>\$176,000</u>
		Operations	<u>\$246,500</u>
		Preventive Maintenance	<u>\$64,000</u>
	Total		<u>\$486,500</u>
Tillamook County Transportation District	Coastliner - Tillamook to Portland Intercity Service	Vehicle Expansion	<u>\$176,000</u>
		Planning	<u>\$12,000</u>
		Operations	<u>\$426,000</u>
		Preventive Maintenance	<u>\$72,000</u>
	Total		<u>\$686,000</u>
Total Recommended Amonut			\$1,859,500

Appendix B – Qualified Entity Advisory Committee and ACT Feedback Report

Applicatio	Applicant Name	Project Name	QE AC Fund/Don't Fund Recommendation	QE AC Comments	ACT Comments
1	Benton County	Hwy 99W Transit Corridor Pilot	Lane Transit District - Fund Yamhill County - Fund Benton County - Fund SAMTD - Fund	Lane Transit District - We place high priority on this project because it fills in transportation gaps in our region and the state. Yamhill County - The Yamhill County Board of Commissioners voted on January 28, 2021 at an open public meeting that was advertised in the newspaper and on the website to FUND the Benton County Hwy 99W Transit Corridor Pilot Project. Board Order # 21-46 The YCTAC committee serving as the STIF committee also approved and voted to FUND this project on October 22, 2020. Benton County - This project would be provided as a partnership with Yamhill County. This project will connect rural parts of Oregon and areas of the state that have never had access to transit prior to the implementation of the STIF. It is the outcome of a project funded with a prior STIF Discretionary Project to assess the interest and viability of this service (awarded to Oregon Cascades West Council of Governments for FY 2018-2021). SAMTD - Fully supported by the STIFAC	Cascades West ACT - Overall support for the pilot. With the economic impact of COVID-19, there is concern that more residents will be transit dependent and may need this service. Interest in seeing how the ridership turns out. Some concern about long term financial viability to continue service past the pilot phase. Mid-Willamette Valley ACT - The project will provide service in an underserved portion of the Willamette Valley. The service will also provide connections to local service in the major metropolitan areas in the valley (Eugene, Corvallis, Albany, Salem). MWACT expressed concern that ridership in the corridor could be affected by current lack of transit use, especially by major transit generators in the corridor (e.g., OSU, WOU) due to COVID. However, it is hoped that transit use will be back to a more normal level by the time this service is ready to be initiated. This is a companion to the Yamhill County application. MWACT recommends funding for this application. Lane ACT - LaneACT placed the Benton and Yamhill Counties Highway 99W Transit Corridor Pilot in Tier 3 of 3. The Lane Area Commission on Transportation (LaneACT) discussed all Lane County relevant proposals. While LaneACT views all proposed projects of significant merit, LaneACT also realizes the amount of funds requested statewide greatly exceeds the amount of funds available. As such LaneACT took on the task of placing projects in tiers based on urgency to communicate priorities to reviewers and the Oregon Transportation Commission. Generally, LaneACT is prioritizing service, existing service over new service, and service that has no other viable source of funding over service with multiple funding options.
2	Benton County	Camera System Installation	Benton County - Fund	Benton County - Project provides a safe environment for passengers and increases overall safety of service for both passengers and transit agency while reducing liability.	Cascades West ACT - Overall support, understanding that cameras can provide a sense of security which encourages ridership, and that they help mitigate risk for transit agencies.
1	Central Oregon Intergovernmental Council	Central Oregon Community Connector Service	Conf. Tribes of the Warm Springs Indian Reservation - No Response Deschutes County - Fund Jefferson County - Fund	Deschutes County - Members of the Deschutes County STIF Advisory Committee unanimously agreed the COIC - Central Oregon Community Connector Service was the most important STIF Discretionary Project to fund and moved it into the number one priority for funding. Jefferson County - The Jefferson County STIF Advisory Committee unanimously supported the COIC-Central Oregon Community Connector Service Project for funding during its meeting on 12/3/20.	COACT - Based on Central Oregon's regional priorities and the STIF selection criteria, COACT ranks the Community Connector as #1 out of the 5 regional projects. This application brings critical services to the most communities/highest ridership at the lowest cost. COACT ranked this project highest due to its connecting of communities and the Statewide Transit Network. COACT places high importance on this project for funding services that benefit those who cannot drive or afford to drive. COACT also values the following attributes of the The Central Oregon Community Connector Service: it is equitable, as it is critical for people with lower incomes, seniors and people with disabilities to access jobs, medical services and shopping throughout the region; it provides integrated service among Central Oregon communities; it results in increased use of active transportation; it reduces emissions; and it maintains service and connections among communities.

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2	Central Oregon Intergovernmental Council	Bend Mobility Hub Development	Deschutes County - Fund	Deschutes County - The Deschutes County STIF Advisory Committee ranked the COIC-Bend Mobility Hub Development Project the second funding priority. Additionally, COIC Board Member and City of Bend City Council Member Anthony Broadman made the following comments regarding the Bend Mobility Hub Development Project during the COIC Board Meeting on 2/4/21: "Mobility hubs are critical for Bend as well as the region to take the pressure off of Hawthorne Station and move us into the next phase of public transportation in the region. This project will dovetail nicely with the investment in public transportation from community members in Bend and I am excited by the support for mobility hub development from the accessibility and business communities, as well as people in the Bend Central District. I am very excited about the potential for mobility hubs." Barb Campbell, a City of Bend Council Member also noted the following regarding the Bend Mobility Hub Development Project during the 2/4/21 COIC Board meeting , "I strongly support the development of mobility hubs in Bend, as we have outgrown Hawthorne Station and mobility hubs are a key to increasing transit ridership."	COACT - Based on Central Oregon's regional priorities and the STIF selection criteria, COACT ranks the Bend Mobility Hub as #2 out of the 5 regional projects. This project meets all of the selection criteria and is essential for taking Bend's transit system to the next level. COACT placed high value on this project for it's sustainable funding; the one time cost will yield significant transformation and improvements to Bend's transit system.
1	City of Cottage Grove	Enhance Lane-Douglas Connector Service	Lane Transit District - Fund	Lane Transit District - We place high priority on this project because it fills in transportation gaps in our region and the state.	Lane ACT - LaneACT placed the Lane - Douglas Connector in Tier 1 of 3. As a new service to a predominantly rural area with access to critical services for vulnerable populations. Such a route would be largely impracticable to be offered by private providers. LaneACT views this as a critical service to an underserved area. The Lane Area Commission on Transportation (LaneACT) discussed all Lane County relevant proposals. While LaneACT views all proposed projects of significant merit, LaneACT also realizes the amount of funds requested statewide greatly exceeds the amount of funds available. As such LaneACT took on the task of placing projects in tiers based on urgency to communicate priorities to reviewers and the Oregon Transportation Commission. Generally, LaneACT is prioritizing service, existing service over new service, and service that has no other viable source of funding over service with multiple funding options.
1	City of Lebanon	Outlying Community Connector	Linn County - Fund	Linn County - Very strong support of the STIF funds to acquire a Class “D” bus to support the STIF Formula funded expansion of the Lebanon transportation system to the small cities of Scio and Brownsville and to rural areas of East Linn County with a high percentage of low-income households. This service will connect with the Linn Shuttle to provide access to Albany (and with a transfer) to Corvallis.	Cascades West ACT - Overall support, appreciate that the service has dedicated long term funding through Linn County STIF formula funds. Understanding that housing affordability pushes lower income residents further into rural communities, this service will help keep them connected.

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1	City of Pendleton	Pendleton Bus Barn Facility Planning Project	Umatilla County - Fund	<p>Umatilla County - Umatilla County Statewide Transportation Improvement Fund (STIF) Advisory Committee Meeting was held on October 22, 2020, 3:00 pm</p> <p>Clarification was made on the Hopper and Rocket projects are for operations costs. It was suggested by Linda and the Committee members approved that the project be prioritized in two different ways and sent to the County and ODOT.</p> <p>A motion was made by Linda Carter to rank the projects by funding sources, Transit Maintenance Site was ranked #1 and the Til Taylor project was #2 for Discretionary funds. The Hopper was ranked #1 and the Rocket was ranked #2 for Intercommunity funds. The entire list of projects were ranked as the following #1 City of Pendleton, #2 The Hopper, #3 The Rocket, and #4 is the Til Taylor Shelter. Doug Primmer second the motion. Motion approved unanimously by AC members via Zoom.</p> <p>The Whistler and Arrow routes are supported by Umatilla County to serve rural cities in the county.</p>	<p>NEACT -Funding Priority 1 of 12: NEACT supports the full project budget request. NEACT felt that this proposal was evidence of a system proceeding in a prudent and necessary direction. With several years of growth behind it, the Let 'er Bus system is seeking resources to plan a project in one cycle that will become shovel-ready for the purposes of a federal construction proposal in the next. The proposed location near the airport in Pendleton was seen as a strong adjacency to multi-modal mobility.</p>
1	City of Sisters	Sisters Multi-Modal Transit Hub	Deschutes County - Fund	<p>Deschutes County - The Deschutes County STIF Advisory Committee ranked the COIC-Bend Mobility Hub Development Project the third funding priority. Jennifer Letz, City of Sisters City Council Member, made comments regarding the City of Sisters Multi-Modal Transit Hub during the 2/4/21 COIC Board meeting, "This is an amazing opportunity for the City of Sisters since we don't have a transit hub. A mobility hub would be important for locals, and would also benefit Sisters as a tourist destination, by providing more opportunities for people outside of Sisters to visit our community. Sisters is the first city people reach from the valley and a mobility hub would help with our traffic problem, as people could travel without needing a car. The proposed location is centrally located and it's easy to walk from that destination to shopping activities. This would be a boon to sisters country and a benefit to people who are traveling here."</p>	<p>COACT - Based on Central Oregon's regional priorities and the STIF selection criteria, COACT ranks the Sisters Multimodal Transit Hub as #3 out of the 5 regional projects.</p> <p>This project meets all of the selection criteria and has been designated as a priority area in the Sister's Visioning Project. COACT placed high value on this project for its sustainable funding; the one time cost will yield significant progression in the design of Sister's Multimodal Transit Hub</p>
1	City of Wilsonville-SMART	FY2022 Transportation Master Plan Update	TriMet - Fund		<p>R1ACT - ACT supports Competitive application Recommendation: Fund</p>
2	City of Wilsonville-SMART	Bus and Bus Stop Technology Upgrades	TriMet - Fund		<p>R1ACT - ACT supports Highly Competitive application Recommendation: Fund</p>
1	City of Woodburn	Woodburn Volunteer Out-of-Town Medical Transportation Program	SAMTD - Fund	<p>SAMTD - Fully supported by the STIFAC</p>	<p>Mid-Willamette Valley ACT - This project is important service, providing medical transportation to the transportation disadvantaged in the Woodburn area to appointments anywhere between Portland and Salem. The program provides a significant level of service for the budget available. MWACT is strongly supportive of funding to continue this program. Of the applications reviewed, this is MWACTs highest priority and funding is strongly recommended.</p>
1	Clackamas County	Integrated Website for Clackamas County Small Transit Providers	TriMet - Fund		<p>R1ACT - ACT supports Highly Competitive application Recommendation: Fund</p>

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2	Clackamas County	I205 / Borland Rd / Bridgeport Village Transit Service	TriMet - Fund		R1ACT - ACT supports Highly Competitive application Recommendation: Fund
1	Confederated Tribes of the Umatilla Indian Reservation	Walla Walla Whistler	Umatilla County - Fund CTUIR - Fund	Umatilla County - Umatilla County is committed and supports funding for public transit to their rural cities. CTUIR/Kayak Public Transit is our only regional transit provider and the Whistler route serves rural cities of Athena, Weston and Milton-Freewater.	NEACT - Funding Priority 7 of 12: NEACT supports the full project budget request. NEACT recognizes the value of continuing a north-south connector to our nearest small urban market (including one-bus-away access to the Walla Walla Airport). It is likewise cognizant of the fact that for four of the communities served in route, the Whistler is the only daily transit access line available. NEACT was pleased that the Umatilla County projects (ranked 4 and 5) indirectly support the sustainability of this service by creating a partnership that takes pressure off of CTUIR for the combined expense of the four routes Kayak has represented in this solicitation cycle.
2	Confederated Tribes of the Umatilla Indian Reservation	La Grande Arrow	Umatilla County - Fund CTUIR - Fund	Umatilla County - Umatilla County is committed and supports funding for public transit to their rural cities. CTUIR/Kayak Public Transit is our only regional transit provider and the Arrow route serves rural cities of Meacham.	NEACT - Funding Priority 8 of 12: NEACT supports the full project budget request. NEACT recognizes the value of continuing an east-west connector to La Grande where a higher education system exists in one direction, and employees commuting over the mountain fill the bus in the other. This project was likewise the beneficiary of the subcommittee's understanding of the Umatilla County partnership for the Hermiston and Pilot Rock service lines.
1	Coos County Area Transportation District	Coos Bay to Florence Connection	CCATD - Fund Curry County - Fund CTCLUSI - Fund Lane Transit District - Fund Coquille Tribe - No Response	CCATD - The STIF Advisory Committee selected the Florence route as the number 1 priority based on ridership. CTCLUSI - The service has experienced relative success even though certainly impacted by COVID19. Lane Transit District - We place high priority on this project because it fills in transportation gaps in our region and the state.	SWACT - The SWACT supports the project in the requested amount of \$346,190 for operations, preventative maintenance and project administration costs for continued service between Coos Bay and Florence. Lane ACT - LaneACT placed the Coos Bay – Florence Connector in Tier 1 of 3. As an existing service to a predominantly rural area, which is largely impracticable to be served by private providers, LaneACT views the existing service as critical to an often underserved area. Should its role in the statewide transit network be discontinued, it would leave a noticeable gap in connectivity. The Lane Area Commission on Transportation (LaneACT) discussed all Lane County relevant proposals. While LaneACT views all proposed projects of significant merit, LaneACT also realizes the amount of funds requested statewide greatly exceeds the amount of funds available. As such LaneACT took on the task of placing projects in tiers based on urgency to communicate priorities to reviewers and the Oregon Transportation Commission. Generally, LaneACT is prioritizing service, existing service over new service, and service that has no other viable source of funding over service with multiple funding options.
2	Coos County Area Transportation District	Coos Bay to Roseburg Connection	CCATD - Fund Curry County - Fund Umpqua PTD - Fund CTCLUSI - Fund Cow Creek Band - No Response Coquille Tribe - No Response	Umpqua PTD - This project is a vital connector for Coos County Vets to reach the VA in Roseburg. I would rank the project higher if it also adequately served Douglas County residents wishing to go to Coos County.	SWACT - The SWACT supports the project in the requested amount of \$121,016 for operation and project administration costs for continued deviated fixed-route service between Coos Bay and Roseburg.
3	Coos County Area Transportation District	Coos Tri-Cities Low Floor Transit Bus	CCATD - Fund		SWACT - The SWACT supports the project in the requested amount of \$150,000 for purchase of a low-floor replacement bus to serve the Tri-Cities area of Coos Bay, North Bend and Charleston.

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1	Gilliam County Transportation	Assets Storage	Gilliam County - Fund	Gilliam County - Please see above comments as they cover both projects.	LJDACT - The LJDACT supports all of the STIF applications within the area, without any specific priority other than noting that the Columbia Gorge Express application crosses ACT boundaries and is included in multiple ACT Project Lists.
2	Gilliam County Transportation	Right-Size Fleets	Gilliam County - Fund	Gilliam County - The Auto Access options providing a way for elderly and disabled or other clients recovering from surgery to get in seat safe. Prevent the older volunteer drivers from have to touch and assist (lift) people which could hurt client or volunteer or staff. Hybrid purchase: at least one of them be Hybrid to see and compare Toyota's last longer than the American made Dodge Caravans they (Feds) make us buy. For less money the Toyota will be serving our people twice as many years. These are great and the video you provided was great. We need to get a whole fleet of these.	LJDACT - The LJDACT supports all of the STIF applications within the area, without any specific priority other than noting that the Columbia Gorge Express application crosses ACT boundaries and is included in multiple ACT Project Lists.
3	Gilliam County Transportation	Facility Assessment Plan Development	Gilliam County - Fund	Gilliam County - This was a addition to this application following discussion with Region 4 RTC, to add a building plan vs need guideline for the present and into the future to minimize waste and provide facts. Advisory comments included: Whatever we build, we need indoor plumbing. (currently there are locked porta potties on site which are maintained regularly and locked to keep them clean for drivers and staff) Perhaps the entire lot and cinderblock existing property which is adjacent to current bus barn will be for sale, pending owners recent health. We need to get the vehicles all inside and secured. Drivers vehicles need locked lot space to prevent break in's and theft of personal items in personal cars.	LJDACT - The LJDACT supports all of the STIF applications within the area, without any specific priority other than noting that the Columbia Gorge Express application crosses ACT boundaries and is included in multiple ACT Project Lists.

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1	Grant County TD	Bend Run	Grant County TD - Fund Deschutes County - Fund	Grant County TD - Valuable service regionally. Service has been running more than 20 years and county residents are dependent on this service.	SEACT - Funding Priority 1 of 4: SEACT supports the full project budget request. SEACT found the connections to travel modes in Bend (bus, rail, air) compelling. They were likewise impressed by the emerging use of travel technology (passenger facing automated vehicle location, predictive arrival, and real-time open seating capacity). Interlining connection to Greyhound was seen as particularly important to supplementing travel options in the interior eastern Oregon communities/corridors where interstate carriers have not historically offered service. SEACT has a sustainability concern on all requests received. It has challenged the RTC to work with its applications to explore the development of sustainable support that reduces long term dependence on competitive grant programs. COACT - Based on Central Oregon's regional priorities and the STIF selection criteria, COACT ranks the Grant County Bend Run as #4 out of the 5 regional projects. COACT believes that the service fulfills a critical need for Central Oregon's eastern neighbors. The project meets all of the selection criteria. It is critical that these services continue to be funded for its benefit to those who cannot drive or afford to drive. The service is equitable, as it is critical for people with lower incomes, seniors and people with disabilities as they need to get to the Bend and Redmond areas for medical services and shopping; it results in increased use of active transportation and provides a safe option, particularly during the winter months; it reduces emissions; and these services are an important component of the statewide transit network.
2	Grant County TD	Replacement Bus Purchase	Grant County TD - Fund	Grant County TD - Ontario route serves highly rural areas not previous served by public transit along the Hwy 26 corridor. Service is once a week and continuation is needed for the benefit of the region.	SEACT - Funding Priority 3 of 4: SEACT supports the full project budget request. SEACT understands that this request is critical to maintaining a state of good repair in the Grant County fleet. In fact, its third place priority ranking was more of a chicken-and-the-egg proposition than a value judgement. Without routes first being preserved, the ACT reasoned that there may not be a need for replacement capital.
3	Grant County TD	Ontario Run	Grant County TD - Fund Malheur County - No Response	Grant County TD - Vehicles used by GCTD accrue a lot of mileage because of the ruralness of our area and geographic area that we serve. Dependable vehicles are essential to the continued operation of our services	SEACT - Funding Priority 2 of 4: SEACT supports the full project budget request. Echoing the strong connection and technology points of the Bend Run that are crosscutting features of the Grant County People Mover system, SEACT ranked Ontario Run a close second place. Connections to the Oregon POINT system and routing service through corridors that provide the only source of public transit in many rural communities were strong considerations.

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1	Harney County	Free Route between Harney and Deschutes Counties	Harney County - Fund Burns-Paiute Tribe - No Response Deschutes County - Fund	Harney County - Just the one project from Harney County. A very needed service. Thank you.	SEACT - Funding Priority 4 of 4: SEACT supports the full project budget request. SEACT saw all four of its applications as vital and worthy of support. While this project provides many of the same benefits to Harney County passengers that People Mover’s Bend Run offers in Grant County, it routes through a different corridor – thus providing public transit benefits to more rural communities. Harney County’s program is presently the only public transit option available to residents on the Burns Paiute Tribe's Reservation (where Tribal Transit has been suspended in mitigation of COVID-19 since March 2020). COACT - Based on Central Oregon's regional priorities and the STIF selection criteria, COACT ranks the Free Route between Harney and Deschutes County as #5 out of the 5 regional projects. This project meets the criteria for connection between counties. It is a critical service for those in Harney County. Similar to the Grant County application, it is critical to continue to fund services that primarily benefit those who cannot drive or cannot afford to drive. The service is equitable, as it is critical for people with lower incomes, seniors and people with disabilities as they need to get to the Bend and Redmond areas for medical services and shopping; it results in increased use of active transportation and provides a safe option, particularly during the winter months; it reduces emissions; and these services are an important component of the statewide transit network.
1	Hood River County TD	Columbia Gorge Express - I84 Corridor Service	Wasco County - Fund HRCTD - Fund		R1ACT - ACT supports Highly Competitive application Recommendation: Fund LJDACT - The LJDACT supports all of the STIF applications within the area, without any specific priority other than noting that the Columbia Gorge Express application crosses ACT boundaries and is included in multiple ACT Project Lists.
2	Josephine County	Rt 100 Commuter Service	Josephine County - Fund RVTD - Fund	RVTD - STIF AC expressed concerns that this service continues to be funded through discretionary grants - would like to see it seek sustainable funding source.	RVACT - Fund (Sent letter of support for all reviewed projects)
3	Josephine County	Medical Rides for Medicaid Eligible Clients Only	Josephine County - Fund RVTD - Fund	RVTD - STIF AC concerned that this project potentially supplants funded rides through the CCOs.	RVACT - Fund (Sent letter of support for all reviewed projects)
4	Josephine County	Josephine County Transit Hub	Josephine County - Fund RVTD - Fund		RVACT - Fund (Sent letter of support for all reviewed projects)

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1	Lake County	Safe Access for All	Lake County - Fund		<p>SCOACT - The members of SCOACT, including representation from the Klamath County Board of Commissioners, strongly support this Lake County application. This project meets most or all of the selection criteria framework including 1) Improving or expanding service to vulnerable or transportation-disadvantaged populations (e.g., seniors and people with disabilities); 2) Protecting fleet condition and ensures vehicles are maintained in a state of good repair; 3) Results in increased use and participation in active transportation, including public transportation; and 4) Improving or maintaining service between geographically separated communities. This project is also a cost-effective use of funds, will have a great impact on ADA access to transit in Lakeview, and will better protect ODOT-funded assets.</p> <p>The Lake County public transportation program is one of the most under-resourced in the state and may also be one of the programs traveling the longest distances to access medical, shopping and meal site services. The long distances served by Lake County transit providers fully utilize the existing grant funds and without this grant the County may not have the means to complete these needed improvements. In recent years, the Lake County Citizens Association has seen vandalism to vehicles which further demonstrates the need for a bus shelter. Additionally, with the senior center being a home-base for drivers and the most popular ‘bus stop’ in the County, having a paved and ADA compliant parking lot and adjacent sidewalks is critical, as a large majority of riders are older adults and persons with disabilities.</p>
1	Lane Council of Governments	Florence-Yachats Connector	Lincoln County - Fund Lane Transit District - Fund	Lane Transit District - We place high priority on this project because it fills in transportation gaps in our region and the state.	<p>Cascades West ACT - Overall support, this route is an important community connector both along the coast and allowing people to travel to Eugene for healthcare and other services. Appreciate the added benefit of reducing driving along a dangerous road section, providing options for residents. Noted this bus is also frequently used by cycling tourists which supports the local economy.</p> <p>Lane ACT - LaneACT placed the Florence – Yachats Connector in Tier 1 of 3. As an existing service to a predominantly rural area, which is largely impracticable to be served by private providers, LaneACT views the existing service as critical link for coastal communities. Should the service be discontinued it would create a connectivity gap in the statewide system.</p> <p>The Lane Area Commission on Transportation (LaneACT) discussed all Lane County relevant proposals. While LaneACT views all proposed projects of significant merit, LaneACT also realizes the amount of funds requested statewide greatly exceeds the amount of funds available. As such LaneACT took on the task of placing projects in tiers based on urgency to communicate priorities to reviewers and the Oregon Transportation Commission. Generally, LaneACT is prioritizing service, existing service over new service, and service that has no other viable source of funding over service with multiple funding options.</p>

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2	Lane Council of Governments	Eugene-Florence Intercommunity Route	CTCLUSI - Fund Lane Transit District - Fund	CTCLUSI - The service has experienced relative success even though certainly impacted by COVID19. Lane Transit District - We place high priority on this project because it fills in transportation gaps in our region and the state.	Lane ACT - LaneACT placed the Eugene – Florence Intercommunity Route in Tier 1 of 3. LaneACT received substantial and consistent testimony advocating for initiation of this route. The route was launched just before the COVID-19 pandemic hit and it still is returning impressive ridership numbers. This route is necessary to link a predominantly rural coastal area with access to critical services in Eugene, and to provide access to those who do not drive to coastal resources and amenities LaneACT views this as a critical service to an underserved area. It also plays a critical role in the statewide transit network leaving a noticeable gap should service be discontinued. The Lane Area Commission on Transportation (LaneACT) discussed all Lane County relevant proposals. While LaneACT views all proposed projects of significant merit, LaneACT also realizes the amount of funds requested statewide greatly exceeds the amount of funds available. As such LaneACT took on the task of placing projects in tiers based on urgency to communicate priorities to reviewers and the Oregon Transportation Commission. Generally, LaneACT is prioritizing service, existing service over new service, and service that has no other viable source of funding over service with multiple funding options.
1	Lane Transit District	Oakridge Transportation Services	Lane Transit District - Fund	Lane Transit Disctrict - We place high priority on this project because it fills in transportation gaps in our region and the state.	Lane ACT - LaneACT placed Oakridge Transportation Services in Tier 1 of 3. As an existing service to a predominantly rural area, which is largely impracticable to be served by private providers, LaneACT views the existing service as critical to an underserved area with a significant percentage of vulnerable population. The Lane Area Commission on Transportation (LaneACT) discussed all Lane County relevant proposals. While LaneACT views all proposed projects of significant merit, LaneACT also realizes the amount of funds requested statewide greatly exceeds the amount of funds available. As such LaneACT took on the task of placing projects in tiers based on urgency to communicate priorities to reviewers and the Oregon Transportation Commission. Generally, LaneACT is prioritizing service, existing service over new service, and service that has no other viable source of funding over service with multiple funding options.

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2	Lane Transit District	Lane Transit District Electric Bus Replacement	Lane Transit District - Fund	Lane Transit District - We place high priority on this project because it will help modernize our transportation system.	<p>Lane ACT - LaneACT placed LTD’s electric bus replacement in Tier 2 of 3. This project is for a substantial amount of funding related to funds available and amount possibly coming to our region. LaneACT values this project as a necessary direction for fleet replacement and for minimizing adverse impacts from emissions to typically under represented and underserved communities of color and/or lower income communities. While partial funding would be welcome, LaneACT determined this project as proposed to be a Tier 2 priority.</p> <p>The Lane Area Commission on Transportation (LaneACT) discussed all Lane County relevant proposals. While LaneACT views all proposed projects of significant merit, LaneACT also realizes the amount of funds requested statewide greatly exceeds the amount of funds available. As such LaneACT took on the task of placing projects in tiers based on urgency to communicate priorities to reviewers and the Oregon Transportation Commission. Generally, LaneACT is prioritizing service, existing service over new service, and service that has no other viable source of funding over service with multiple funding options.</p>
3	Lane Transit District	LTD Trip Planner Mobility Wallet Technology Innovation Project	Lane Transit District - Fund	Lane Transit District - We place high priority on this project because it will help modernize our transportation system.	<p>Lane ACT - LaneACT placed LTD’s trip planner/mobility wallet in Tier 2 of 3. The project adds value and utility to our transit service; however, its urgency is not top tier.</p> <p>The Lane Area Commission on Transportation (LaneACT) discussed all Lane County relevant proposals. While LaneACT views all proposed projects of significant merit, LaneACT also realizes the amount of funds requested statewide greatly exceeds the amount of funds available. As such LaneACT took on the task of placing projects in tiers based on urgency to communicate priorities to reviewers and the Oregon Transportation Commission. Generally, LaneACT is prioritizing service, existing service over new service, and service that has no other viable source of funding over service with multiple funding options.</p>
1	Linn County	Linn Shuttle Vehicle Acquisition	Linn County - Fund	Linn County - Very strong support of the STIF funds to acquire a Class “B” bus to support the expansion of the Linn Shuttle service. For many people this is certainly a “lifeline” service. The expansion of the Linn Shuttle service (funded through STIF Formula funds) will enhance transportation options for low-income residents to access employment, school, medical treatment, human services, shopping and other services. The two door bus will be particularly important in serving locations with high volume passengers including Linn-Benton Community College campuses and the Albany Transit Station.	Cascades West ACT - Overall support, additional bus allows for increased service for a large number of transit dependent riders, which is demonstrated by ridership remaining high through COVID-19. The new bus will better support riders by allowing easier boarding for people with disabilities and offers boarding efficiency for times when the bus is full with Linn Benton Community College students.
1	Mid-Columbia Economic Development District	Marketing the Gorge Regional Transit System through Gorge Pass	Wasco County - Fund HRCTD - Fund		<p>R1ACT - ACT supports Competitive application Recommendation: Fund</p> <p>LJDACT - The LJDACT supports all of the STIF applications within the area, without any specific priority other than noting that the Columbia Gorge Express application crosses ACT boundaries and is included in multiple ACT Project Lists.</p>

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2	Mid-Columbia Economic Development District	Gorge TransLink Alliance Mobility Management Project	Wasco County - Fund HRCTD - Fund		RI ACT - ACT supports Highly Competitive application Recommendation: Fund LJ DACT - The LJDACT supports all of the STIF applications within the area, without any specific priority other than noting that the Columbia Gorge Express application crosses ACT boundaries and is included in multiple ACT Project Lists.
1	Morrow County	Planning Bus Barn	Morrow County - Fund	Morrow County - This project is important for Morrow County as we seek to expand our fleet and services. Our priority is to invest strategically in our long-range planning efforts and that requires the proper planning for such a project.	NEACT - Funding Priority 12 of 12: NEACT did not offer a budget recommendation for this project. The NEACT proposal review subcommittee's consensus was that this project is ahead of its time. If this project ends up being funded, there will definitely be planning work to do. Nevertheless, the subcommittee felt there are additional local conversations to explore before it’s ready to move forward – and therefore declined to offer an ACT based budget recommendation.
2	Morrow County	Vehicle Expansion	Morrow County - Fund	Morrow County - We currently provide demand response service. We would like to offer reliable public transportation to all our residents. This project will allow Morrow County to expand services (fixed route or deviated route) to employment, public services and healthcare.	NEACT - Funding Priority 3 of 12: NEACT supports a budget of \$270,000. NEACT highly prioritized three of the five vehicles requested by the applicant. While the capital proposal was strong, the NEACT subcommittee was skeptical of two proposed routes the buses would run (please see Arlington to Boardman and Heppner to Boardman). While it support the capital request in general, the ACT has recommended a more moderate award.
3	Morrow County	Operating Heppner Boardman Connector	Morrow County - Fund		NEACT - Funding Priority 9 of 12: NEACT supports the full project budget request. While NEACT is generally supportive of this proposal, the circulator route at Boardman and the Port of Morrow was seen as a much higher priority. It's proposal review subcommittee suspects that the aging population in Heppner may not yield the job access volume of the services they scored with a higher ranking.
4	Morrow County	Operating Arlington Boardman Port of Morrow Connector	Morrow County - Fund		NEACT - Funding Priority 10 of 12: NEACT supports a budget of \$90,000. The NEACT proposal review subcommittee was worried about the cost this service relative to what it felt was unknown demand for service. While they are in favor of a job access service connecting Arlington and Boardman, they weren’t sold on a full scale public transit line as the best way to begin. They’re recommending for the project to go forward without a smaller budget and consideration for alternative commuter modes (such as subsidized employee vanpools). LJ DACT - The LJDACT supports all of the STIF applications within the area, without any specific priority other than noting that the Columbia Gorge Express application crosses ACT boundaries and is included in multiple ACT Project Lists.

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Applicatio	Applicant Name	Project Name	QE AC Fund/Don't Fund Recommendation	QE AC Comments	ACT Comments
5	Morrow County	Operating Port of Morrow Boardman Circulator	Morrow County - Fund	Morrow County - This project is our first priority as we expand services (fixed routes or deviated routes), this route will be instrumental in allowing our other expansion projects a successful demonstration	NEACT - Funding Priority 6 of 12: NEACT supports the full project budget request. NEACT was excited to review and support this project. It creates a circulator solution to first-mile/last-mile challenges at the Port of Morrow (Oregon’s second largest port and major employment center in Region 5 that has never enjoyed the benefit of public transit service). The route supports proposed commuter connections between the Port/Boardman and Hermiston, Heppner, and Arlington. The circulator delivers a just-in-time supply of labor to port employers without an intercommunity connector having to make a dozen stops that would likely throw it off schedule. As a value added benefit, it would serve port workers and Boardman residents with connections to local grocery, postal, banking, medical, and residential destinations.
1	Oregon Cascades West Council of Governments	Addressing Regional Transit Network Gaps	Lincoln County - Don't Fund Linn County - Partially Fund Benton County - Fund	Lincoln County - Lincoln County completed a long range TDP in 2018. The gap that Lincoln County would be involved in is the Hwy 20 corridor between Newport, Corvallis and Albany. We have addressed this gap in our most recent STIF process, adding a midday run to the Coast to Valley Express. Linn County - VERY IMPORTANT: This application has two parts and Linn County has different funding recommendations: (1) Linn County recommends “Do Not Fund” the proposed Regional Transit Coordination Plan. The three counties have worked together in an excellent planning partnership for 15 years. Several local and regional transit plans have been developed in the past three years that thoroughly identify local and regional needs and outline opportunities to address the needs An additional plan is not needed at this time. (2) Linn County recommends “Fund” the proposed design of a mobility hub at LBCC and at OSU. The LBCC hub has been discussed and supported for nearly a decade. Both hubs would support bus connectivity (including connections for bicyclists) improve safety and increase ridership and Linn County strongly supports the design of the two hubs. Benton County - The Mobility Hub Project task was originally developed in collaboration with regional PTSPs, including City of Albany (Linn Benton Loop), Corvallis Transit System, and Benton Area Transit, with full cooperation from both Linn Benton Community College and Oregon State University (which own the properties the hubs would be sited on).	Cascades West ACT - Overall support. The enhanced transit centers will better serve riders at Oregon State University and Linn Benton Community College and improve movement across the region. Acknowledgement that this project has strong support among local transit providers. Recognition that some areas have difficulty accessing transit due to gaps, so there is support for studying the first-last mile connections that can remedy these barriers.
2	Oregon Cascades West Council of Governments	Transit Technology Improvements for Demand Response NEMT	Lincoln County - Fund Linn County - Fund Benton County - Fund	Lincoln County - The STIF committee supports this project as long as it does not obligate Lincoln County to provide match or other funding. Linn County - Support the software upgrade of the important Ride Line NEMT program. While clearly supporting an upgrade of the software, questions were raised during the review about the use of STIF Discretionary Grant funds for this project. In particular, how the software upgrade would result in increased rides and improved transportation service of a long-standing NEMT program. Linn County asked OCWCOG/Ride Line to more specifically describe to ODOT how the upgrade would result in increased rides and improved transportation service.	Cascades West ACT - Overall support, CWACT recognizes this is necessary to continue the crucial NEMT services provided to our region. Also a recognition that this will increase efficiency of the program.

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Applicatio	Applicant Name	Project Name	QE AC Fund/Don't Fund Recommendation	QE AC Comments	ACT Comments
1	Rogue Valley Transportation District	Hwy 99 Alameda Fire Recovery Partnership AT and Bus Stop Facilities	RVTD - Fund		RVACT - Fund (Sent letter of support for all reviewed projects)
1	Salem Area Mass Transit District	Small Buses for Cherriots Local Service	SAMTD - Fund	SAMTD - Fully supported by the STIFAC	Mid-Willamette Valley ACT - This application will allow funding for four small low floor buses that could be used in SAMTDs neighborhood circulator routes and get to places in the metropolitan area that standard transit buses could not get to. MWACT recommends funding this application that will allow SAMTD to better serve their customers.
2	Salem Area Mass Transit District	South Salem Transit Center	SAMTD - Fund	SAMTD - Fully supported by the STIFAC	Mid-Willamette Valley ACT - This application will leverage FTA funds in assisting in the design and land acquisition for a transit center in the south Salem area. This project represents a long-term investment in transit operations in the south Salem area and could result in better connections to future regional service in the I-5 corridor (service between Salem and Albany is currently being studied). MWACT recommends funding for this application.
1	Sherman County	Sherman County Transit Business Plan	Sherman County - No Response		LJDACT - The LJDACT supports all of the STIF applications within the area, without any specific priority other than noting that the Columbia Gorge Express application crosses ACT boundaries and is included in multiple ACT Project Lists.
2	Sherman County	Construction of a Bus Shelter	Sherman County - Fund	<p>Sherman County - This project is a great need & has been a "HIGH" priority in the Sherman County Transportation Plan since 2015. Previous to STIF or STIF Discretionary Grant Applications there really was not an economical grant option available for the construction of a bus shelter with a match rate lower than 20%.</p> <p>Many of our transit drivers are retired community members, having a dry, sheltered place to perform all types of vehicle upkeep, daily service, and in this day and age, disinfection, is a must for the health and safety of the drivers. Joe Dabulskis, Sherman County Judge</p>	LJDACT - The LJDACT supports all of the STIF applications within the area, without any specific priority other than noting that the Columbia Gorge Express application crosses ACT boundaries and is included in multiple ACT Project Lists.
1	Sunset Empire Transportation District	Lower Columbia Connector	SETD - Fund Columbia County - Fund	SETD - Unanimous vote. Columbia County - This is a valuable and popular service. It travels through our service area, partially covering territory that we are unable to serve due to budget constraints. We've been happy to support the service through granting access to our facilities and by fielding frequent calls for information. We view this service as very complementary to our services.	NWACT - NWACT supports this project. This route is the only direct transit service from Portland to Astoria along Hwy 30. When implemented, the route was a collaborative effort of SETD and Columbia County Rider to provide one bus transit travel through both counties. Prior to the pandemic, ridership was up over 50% on this route once it became a one bus trip. The route also interlines with both Greyhound and Amtrak providing seamless car-free tourism travel to the Oregon Coast.
1	Tillamook County Transportation District	Coastliner - Tillamook to Portland Intercity Service	TCTD - Fund		NWACT - NWACT supports this project. In addition to providing the only direct public transit from Tillamook to Portland, this route is now providing increased service for residents in west Washington County. Public outreach surveys indicate interest and need for an additional daily round trip. Planning is underway to add local Washington County transit providers first/last mile access to the Coastliner to the NWConnector website Trip Planner.

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Applicatio	Applicant Name	Project Name	QE AC Fund/Don’t Fund Recommendation	QE AC Comments	ACT Comments
2	Tillamook County Transportation District	TCTD Route 60X: Coastal Connector - Lincoln City-Grand Ronde-Salem	Conf. Tribes of the Grand Ronde Community of Oregon - Fund SAMTD - Fund TCTD - Fund	Conf. Tribes of the Grand Ronde Community of Oregon - The Grand Ronde Tribe's Transportation Advisory Committee continues to support this service/project in their recommendations to Tribal Council. SAMTD - Fully supported by the STIFAC	Mid-Willamette Valley ACT - MWACT is supportive of continuing this service between Lincoln City and Salem with several intermediate stops. This service provides connections to SAMTD, Yamhill County Transit, and to regional bus service (e.g., Greyhound) and Amtrak. The current service also provides an important transit connection to the Grand Ronde community. MWACT strongly supports funding for this application that will allow this important transit service to continue operating. NWACT - NWACT supports this project. In addition to providing the only direct public transit from Lincoln City to Salem, this route is a partnership with the Confederated Tribes of the Grand Ronde and the Siletz, which provide the local match. This route provides the tribes with transportation access to work both in their casino and workplaces in Lincoln City and Salem. This project is a partnership with Lincoln County and ODOT, and connects with Yamhill County Transit at Grand Ronde.
3	Tillamook County Transportation District	NWConnector Transit Access Project: Phase 2 -- Construction	TCTD - Fund		NWACT - NWACT supports this project. These stops are three top-ranked ready-to-proceed projects from the Phase 1 Design and Engineering Transit Access Study. Each represents a central hub within their respective county for transit travel to work, medical appointments, retail shopping and/or recreation. Increasing safe access to the NWConnector transit system is critical for addressing long-term traffic congestion on the Coast and foundational for sustaining the North Coast’s public transportation.
1	TriMet	Frog Ferry Pilot	TriMet - Fund		R1ACT - ACT supports Competitive application Recommendation: Fund
2	TriMet	TriMet Transit Priority Spot Improvements	TriMet - Fund		R1ACT - ACT supports Highly Competitive application Recommendation: Fund
1	Umatilla County	Pilot Rocket	Umatilla County - Fund CTUIR - Fund	Umatilla County -Umatilla County supports regional public transit provided by CTUIR/Kayak Public Transit.	NEACT - Funding Priority 5 of 12: NEACT supports the full project budget request. The subcommittee viewed this project in much the same light as the Hermiston Hopper proposal above. The Hopper was prioritized slightly higher due to its larger ridership and geography of service.
2	Umatilla County	Hermiston Hopper	Umatilla County - Fund CTUIR - Fund	Umatilla County -Umatilla County supports regional public transit provided by CTUIR/Kayak Public Transit.	NEACT - Funding Priority 4 of 12: NEACT supports the full project budget request. NEACT was very supportive of both the Hermiston Hopper and the Pilot Rocket operations projects proposed by Umatilla County. These routes, historically funded by the Confederated Tribes of the Umatilla Indian Reservation, were seen as critical commuter service lines connecting the county’s major employment centers. NEACT's review subcommittee was pleased to note that Umatilla County’s sponsorship of these routes in this discretionary cycle is a tangible step toward fitting them sustainably into UC’s STIF Formula Plan in a future biennium. Umatilla County is projected to receive north of \$1,000,000 annually in STIF Formula relative to CTUIR’s \$100,000 cap – thus creating capacity for the systems to grow. They subcommittee also sees this partnership as giving Umatilla County a seat at the table for the long term planning and delivery of these service lines. The subcommittee felt these projects were a healthy step in the right direction in terms of addressing their long term concerns about sustainability with many of the proposals it reviewed.

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Applicatio	Applicant Name	Project Name	QE AC Fund/Don't Fund Recommendation	QE AC Comments	ACT Comments
3	Umatilla County	Til Taylor Park ADA Upgrade Partnership	Umatilla County - Fund CTUIR - Fund	Umatilla County - Umatilla County supports public transit facilities improvements.	NEACT - Funding Priority 2 of 12: NEACT supports the full project budget request. NEACT loved this project. The partnership with the ODOT roads and bridges side of the house where each program can assist the other – and use each other for match – was compelling. The ACT was very supportive of the iTransitNW technology aspect of the project that provides equity between people without smartphones or computers and their data privileged peers. Real-time, open seat information was seen as a value added data point to help passengers make social distance informed travel choices.
1	Umpqua PTD	Construction of Permanent Parking Wash Bay and PM Facilities	Umpqua PTD - Fund	Umpqua PTD - Knowing the level of funding available, I would recommend Phase 1 funding. Of course it would preferable for the whole project to be funded but Phase one gets it off to a good start.	SWACT - The SWACT supports the project in the requested amount of \$2,712,472 for construction of an on-site parking and vehicle maintenance facility to support a broad range of services. The SWACT is of the understanding that this project is able to be phased and agrees to support funding for Phase 1 of the project of which the estimate is \$1,600,000.
2	Umpqua PTD	Expansion Buses	Umpqua PTD - Fund	Umpqua PTD - These expansion buses were applied for through the 5339 process first. We currently have 5 Internationals that have excessive mechanical issues that take them out of service for periods of time in excess of 30 days which has created a strain on our fleet. These expansion buses would ensure that we have the vehicles required to continue with the planned expansion of routes.	SWACT - The SWACT supports the project in the requested amount of \$260,000 for purchase of two Class D buses to support service throughout the area of responsibility and between counties, which includes a connection between Wolf Creek and Cottage Grove.
1	Union County	Scheduling Dispatch and Reporting Software Replacement	Union County - Fund Baker County - No Response Wallowa County - No Response	Union County - This project benefits not only Union County citizens but those in neighboring Baker County and Wallowa County as well.	NEACT - Funding Priority 11 of 12: NEACT supports a budget of \$157,500. NEACT's proposal review subcommittee struggled with this project. The applicant indicates significant problems with software in use since 2012; an upgrade may be necessary. However, nearly every score-able question is answered with a description of things public transit does in general (with or without the requested investment). Members would've preferred a better description of the proposed software/hardware; more details about the applicant's research into potential vendors; examples of systems successfully deployed by similar sized providers; itemized estimates of up front and on-going costs; and a credible narrative linking the request to score-able outcomes. If this project is funded, NEACT recommends an award of \$157,000 (\$175,000 total project after local match) based on the applicant's estimate of \$100,000 for software in its proposal. The balance is for the rollout of vehicle based hardware to get the project started. NEACT would welcome a supplemental proposal (with better detail) in the next discretionary round if the project is shown to deliver on its promise.
1	Washington County	Shuttle Stop Enhancement Project	TriMet - Fund		R1ACT - ACT supports Highly Competitive application Recommendation: Fund

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Applicatio	Applicant Name	Project Name	QE AC Fund/Don’t Fund Recommendation	QE AC Comments	ACT Comments
1	Yamhill County	Hwy 99W Transit Corridor Pilot	Lane Transit District - Fund Yamhill County - Fund Benton County - Fund SAMTD - Fund	Lane Transit District - We place high priority on this project because it fills in transportation gaps in our region and the state. Yamhill County - The Yamhill County Board of Commissioners as the Qualified Entity voted on January 28, 2021 to FUND the Yamhill County Transit Corridor Pilot Project. This meeting was a regular Commissioners meeting and public notices were printed in the newspaper and also information was published on the County website. Board Order # 21-46 The YCTAC committee serving as the STIF committee also approved and voted to FUND this project on October 22, 2020. Benton County - This project is the Yamhill County half of the Hwy 99W Corridor Pilot. Funding for both agencies is required in order for the first project to be successful. SAMTD - Fully supported by the STIFAC	Cascades West ACT - Overall support for the pilot. With the economic impact of COVID-19, there is concern that more residents will be transit dependent and may need this service. Interest in seeing how the ridership turns out. Some concern about long term financial viability to continue service past the pilot phase. Mid-Willamette Valley ACT - The project will provide service in an underserved portion of the Willamette Valley. The service will also provide connections to local service in the major metropolitan areas in the valley (Eugene, Corvallis, Albany, Salem). This service will also connect to TriMet through Yamhill County Transit MWACT expressed concern that ridership in the corridor could be affected by current lack of transit use, especially by major transit generators in the corridor (e.g., OSU, WOU) due to COVID. However, it is hoped that transit use will be back to a more normal level by the time this service is ready to be initiated. This is a companion to the Benton County application. MWACT recommends funding for this application. Lane ACT - LaneACT placed the Benton and Yamhill Counties Highway 99W Transit Corridor Pilot in Tier 3 of 3. The Lane Area Commission on Transportation (LaneACT) discussed all Lane County relevant proposals. While LaneACT views all proposed projects of significant merit, LaneACT also realizes the amount of funds requested statewide greatly exceeds the amount of funds available. As such LaneACT took on the task of placing projects in tiers based on urgency to communicate priorities to reviewers and the Oregon Transportation Commission. Generally, LaneACT is prioritizing service, existing service over new service, and service that has no other viable source of funding over service with multiple funding options.

Appendix C – Qualified Entity Project Prioritization Report

Qualified Entity	1st	2nd	3rd	4th	5th	6th	7th
Baker County							
Basin Transit Service TD							
Benton County	Benton County – Hwy 99W Transit Corridor Pilot	Yamhill County - Hwy 99W Transit Corridor Pilot	OCWCOG – Addressing Regional Transit Network Gaps	Benton County – Camera System Installation	OCWCOG – Transit Technology Improvements for Demand Response NEMT		
Columbia County	Sunset Empire TD - Lower Columbia Connector						
Coos County Area TD	Coos County Area TD – Coos Bay to Florence Connection	Coos County Area TD - Coos Tri-Cities Low Floor Transit Bus	Coos County Area TD – Coos Bay to Roseburg Connection				
Crook County							
Curry County							
Deschutes County	COIC - Central Oregon Community Connector Service	COIC – Bend Mobility Hub Development	City of Sisters – Sisters Multi-Modal Transit Hub	Grant County TD – Bend Run			
Gilliam County	Gilliam County Transportation – Right-Size Fleets	Gilliam County Transportation – Facility Assessment Plan Development	Gilliam County Transportation – Assets Storage				
Grant County TD	Grant County TD – Bend Run	Grant County TD – Ontario Run					
Harney County	Harney County - Free Route between Harney and Deschutes Counties						
Hood River County TD	Hood River County TD - Columbia Gorge Express: I84 Corridor Service	Mid-Columbia Economic Development District - Gorge TransLink Alliance Mobility Management Project	Mid-Columbia Economic Development District - Marketing the Gorge Regional Transit System through Gorge Pass				
Jefferson County							
Josephine County							
Lake County	Lake County - Safe Access for All						
Lane Transit District							
Lincoln County							
Linn County							

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Qualified Entity	1st	2nd	3rd	4th	5th	6th	7th
Malheur County							
Morrow County	Morrow County – Vehicle Expansion	Morrow County - Operating Port of Morrow Boardman Circulator	Morrow County - Operating Heppner Boardman Connector	Morrow County – Planning Bus Barn	Morrow County - Operating Arlington Boardman Port of Morrow Connector		
Rogue Valley TD	Hwy 99 Alameda Fire Recovery Partnership AT and Bus Stop Facilities	Josephine County Transit Hub	Rt 100 Commuter Service	Medical Rides for Medicaid Eligible Clients Only			
Salem Area Mass Transit District							
Sherman County	Construction of a Bus Shelter						
Sunset Empire TD							
Tillamook County TD	Tillamook County TD - Coastliner - Tillamook to Portland Intercity Service	Tillamook County TD - TCTD Route 60X: Coastal Connector - Lincoln City-Grand Ronde-Salem	Tillamook County TD - NWConnector Transit Access Project: Phase 2 -- Construction				
Tri County Metropolitan TD of Oregon	Clackamas County - I205 / Borland Rd / Bridgeport Village Transit Service	Washington County - Shuttle Stop Enhancement Project	TriMet - TriMet Transit Priority Spot Improvements	Clackamas County - Integrated Website for Clackamas County Small Transit Providers	City of Wilsonville- SMART - FY2022 Transportation Master Plan Update	City of Wilsonville- SMART - Bus and Bus Stop Technology Upgrades	TriMet - Frog Ferry Pilot
Umatilla County	City of Pendleton - Pendleton Bus Barn Facility Planning Project	Umatilla County - Hermiston Hopper	Umatilla County - Pilot Rocket	Umatilla County - Til Taylor Park ADA Upgrade Partnership			
Umpqua Public Transportation District	Umpqua PTD - Construction of Permanent Parking Wash Bay and PM Facilities	Umpqua PTD – Expansion Buses	Coos County Area TD – Coos Bay to Roseburg Connection				
Union County							
Wallowa County							
Wasco County	Mid-Columbia Economic Development District - Gorge TransLink Alliance Mobility Management Project	Hood River County Transportation District - Columbia Gorge Express - I84 Corridor Service	Mid-Columbia Economic Development District - Marketing the Gorge Regional Transit System through Gorge Pass				

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Qualified Entity	1st	2nd	3rd	4th	5th	6th	7th
Wheeler County							
Yamhill County							
Indian Tribe: Burns Paiute							
Indian Tribe: Coos, Lower Umpqua and Siuslaw	Coos County Area TD – Coos Bay to Florence Connection	Lane Council of Governments - Florence-Eugene Intercommunity Route	Coos County Area TD – Coos Bay to Roseburg Connection				
Indian Tribe: Grand Ronde							
Indian Tribe: Siletz							
Indian Tribe: Umatilla							
Indian Tribe: Warm Springs							
Indian Tribe: Coquille							
Indian Tribe: Cow Creek Band of Umpqua Indians							
Indian Tribe: Klamath							