

STIF Discretionary and Statewide Transit Network Program Solicitation Guidance

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Topics

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



Overview

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



Statewide Priorities

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

- Oregon Public Transportation Plan
- Oregon Administrative Rule (OAR) Chapter 732, Divisions 40 and 44
- FTA Circular C 9040.1.G



OTC Investment Priorities

Discretionary and Statewide Transit Network

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



STIF Discretionary Fund Eligible Applicants

- **Eligible:** Mass Transit Districts, Transportation Districts, Indian Tribes, or a city, county, Special District, Intergovernmental Entity, or any other political subdivision or municipal or Public Corporation that provides Public Transportation Services.
- **Ineligible:** Non-profit and private for-profit public transportation providers



STIF Discretionary Fund Eligible Projects

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



Statewide Transit Network Program

Eligible Applicants

STIF Intercommunity Discretionary Fund

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

FTA Section 5311(f)

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



Statewide Transit Network Program Eligible Projects

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



Fund Availability

Funding Sources	Amount
STIF Discretionary Fund (5%)	\$10.9 M
Statewide Transit Network Program	\$10.0 M
STIF Intercommunity Fund (4%)	\$8.7 M
FTA Section 5311 (f)	\$1.3 M



Eligible Match Sources

- Eligible match sources vary by fund source
- **STIF Discretionary and Intercommunity**
Federal, other state public transportation, and local funds; private contributions; and in-kind labor
- **FTA Section 5211(f)**
Non-federal funds, except fare box revenue



Match Amounts

STIF Discretionary and Intercommunity Funds

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



Project Selection Process

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



Evaluation Criteria

Focus area	STIF Disc. Weight	STN Weight
<p>Equity and Public Transportation Service to Low-income Households <i>OPTP goal: Equity</i></p>	20%	10%
<p>Coordination of Public Transportation Services <i>OPTP goal: Communication, Collaboration, & Coordination</i></p>	10%	30%
<p>Statewide Transit Network Connections <i>OPTP goals: Mobility & Public Transportation User Experience, Accessibility and Connectivity</i></p>	10%	30%



Evaluation Criteria

Focus area	STIF Disc. Weight	STN Weight
Environmental and Public Health <i>OPTP goals:</i> Environmental Sustainability Health	15%	10%
Sustainable Funding <i>OPTP goal:</i> Funding and Strategic Investment	10%	10%
Safety, Security, and Community Livability <i>OPTP goals:</i> Safety and security, Community livability and economic vitality	25%	10%



New Funding Means Some New Requirements

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



Identifying Public Transportation Benefits to Low-Income Households

- Applicants for STIF Discretionary and Intercommunity funds identify project benefits to low income households
- “Tools for Determining Whether you are Serving Low-Income Households”
Monday, 9:15 – 10:30



Resources

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

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