

Statewide Transportation Improvement Fund Discretionary and Statewide Transit Network Fund Programs

Fiscal Year 2025-2027 Funding Award Recommendation Report for the ODOT Public Transportation Advisory Committee

December 2, 2024

Contents

I. Executive Summary	1
II. New in This Cycle.....	2
III. Application Review Process	3
IV. Prioritized Funding Recommendation	4
V. Projects Not Recommended for Funding.....	7
Appendix A – STIF Qualified Entity and Area Commissions on Transportation Feedback Report	9

I. Executive Summary

This report summarizes the grant application scoring process and provides a ranked list of projects that are recommended for funding by the Project Selection Committee and the management of the Oregon Department of Transportation’s (ODOT) Public Transportation Division (PTD) for the Statewide Transportation Improvement Fund Discretionary (STIF-D) and Statewide Transportation Network (STN) Programs. The STN program includes the STIF Intercommunity Discretionary (STIF-IC) Fund and funding available under the Federal Transportation Administration (FTA) Section 5311(f) Intercity Bus Program (5311(f)).

In September of 2024, the PTD received [91 applications](#) for the STIF-D and STN Programs. For this solicitation it was estimated that there will be \$25,000,000 in funding available as detailed in Table 1, pending legislative budget approval. The total amount of funding requested equaled \$60,782,838. This is approximately \$2.43 in funding requests for every available dollar. In the 2023-2025 STIF-D/STN solicitation PTD received 75 applications with approximately \$1.25 in funding requests for every available dollar.

Table 1. STIF Discretionary, STIF Intercommunity, and FTA Section 5311(f) funding projections for the 2025-2027 biennium.

Fund	Projected Funding
STIF-D	\$ 12,000,000
STIF-IC	\$ 10,000,000
5311(f)	\$ 3,000,000
Total	\$ 25,000,000

Utilizing input from the STIF Qualified Entities (QEs) and the Area Commissions on Transportation (ACTs) and scoring guidance from PTD, the Project Selection Committee scored the applications in accordance with [OAR 732-044-0030\(4\)](#). The management team in PTD provided input into the funding recommendations. The resulting funding recommendations are detailed in this report for review by the Public Transportation Advisory Committee (PTAC) in order to facilitate a recommendation to the Oregon Transportation Commission (OTC) as detailed in [OAR 732-044-0030\(5\)](#).

II. New in This Cycle

- In the 2023-2025 solicitation cycle a Letter of Interest (LOI) process was introduced for all projects except capital vehicle projects. In this solicitation an LOI was required for all projects.
- ODOT’s [2024-2028 Strategic Action Plan](#) directs PTD to streamline grants and prioritize investments that advance climate, vehicle miles traveled reduction, equity, and safety outcomes. For this solicitation scoring criteria and weights were aligned with those in the 2023-2025 STIF-D/STN solicitation and in the 2024-2026 Mid-Cycle Grant Solicitation which is a solicitation held in even years for federal transportation grants. Table 2 shows the selection criteria and weights that were used for this solicitation.

Table 2. Selection criteria and weights that were used in the 2025-2027 STIF-D/STN solicitation.

	STIF-D	STN
Community Benefits	30%	50%
Equity	20%	15%
Safety	20%	10%
Climate Benefits	20%	15%
Readiness to Proceed	10%	10%

- The input form that QEs and ACTs used to provide input on projects in their purview was standardized so that both QEs and ACTs could rank projects if they wanted to. Ranking projects has historically only been an option for QEs. The ranking of projects remained optional for the QEs and was optional for the ACTs.
- In previous solicitations a feasible financial plan for ongoing operations beyond the initial pilot period for STIF-D operations pilot projects was a selection criterion. While preparing for this solicitation PTD determined that a feasible financial plan is an eligibility criterion per [OAR 732-044-0005](#) and not a selection criterion. Thus, for this solicitation pilot projects were required to have a feasible financial plan which was evaluated as part of the project and application eligibility review process.

- Applications for STIF-IC and 5311(f) funds contained new questions that quantified the degree to which a project contributes to statewide transit network connections.
- Each project received a [Social Equity Index](#) (SEI) score that was incorporated into the overall equity score on the project. The SEI is a tool developed by the Oregon Department of Transportation to identify areas where marginalized populations or underserved demographics are concentrated.
- Utilizing the same process used for the 2024-2026 Mid-Cycle Solicitation, projects received a climate benefits score that was calculated using data from the answers to climate questions in the grant applications.
- The funding recommendations are based on project application scores as determined by the Selection Committee and funding was distributed by project rank utilizing the schema in Table 3.

Table 3. Funding distribution by project rank for the 2025-2027 STIF-D/STN solicitation.

Project Rank (%)	Funding Offered (% of funding request)
80-100	100
60-79	90
40-59	80
20-39	70
0-19	60

If additional funds were available after the schema in Table 3 was applied, project awards were increased up to 100% of their funding request by rank order until all funds were exhausted. STIF-D and STIF-IC were oversubscribed, so this strategy was only applied to 5311(f) projects. All the projects that are recommended to be funded by 5311(f) funds are funded at 100% of the requested amount.

III. Application Review Process

PTD formed a Project Selection Committee to score each application. There were ten members on the Committee: Two people representing PTAC, all six PTD Regional Transit Coordinators, and two PTD Policy and Strategic Investment staff. One of the people representing PTAC was unable to complete their duties on the Committee due to illness. Thus, the ranked scores for the applications are based on the scores of nine committee members.

Committee members scored applications on how well they satisfied the project selection criteria which were communicated in program guidance. Committee members also incorporated the feedback from the QEs and ACTs into their scores. The projects were then ranked based on how they scored. The Committee members met twice in November to review the project ranking and to discuss the top ranked projects that received red flags during the scoring process. Utilizing the subject matter expertise of the Committee members, the Committee was able to resolve all the red flags that were brought forward on the top ranked projects. PTD management then reviewed and finalized the funding recommendation.

The solicitation included the possibility of a 10% match requirement for eligible STIF funded projects. PTD recommends funding at a minimum of 20% local share in order to maximize the number of awards. The funding recommendations in this report are based on a 20% match for STIF funded projects.

Project and applicant eligibilities differ between STIF Discretionary, STIF Intercommunity, and FTA Section 5311(f) grants. Applicants were able to apply for more than one fund source resulting in some projects being considered in up to three funding programs.

IV. Prioritized Funding Recommendation

Tables 4 and 5 show the projects that are recommended for funding in this solicitation. For both the STIF-D and STIF-IC project funding requests, the available funding was depleted well before all the projects could be funded.

Table 4. Projects recommended for funding with 2025-2027 STIF-D funds.

Funding Priority	Applicant	Project Title	Recommended Award
1	Coos County Area Transportation District	Coos Transit Center & Mobility Hub	\$ 1,652,624
2	Central Oregon Intergovernmental Council	Category C vehicle purchase for new routes in Redmond and Bend	\$ 480,000
3	City of Eugene	Downtown and Riverfront Circulator Pilot	\$ 1,020,000
4	Rogue Valley Transportation District	Ashland Transit Expansion Pilot	\$ 1,152,000
5	Union County	R5 Public Transportation Travel Training Coordination Specialist	\$ 160,000
6	Washington County	Ride Connection Community Connector Stop Enhancements Phase 3	\$ 280,000
7	Salem Area Mass Transit District	SAMTD Paratransit Vehicle Replacements	\$ 2,128,000
8	City of Lebanon	LINX Transit Expansion Pilot	\$ 428,794
9	Lane Transit District	Shopper Shuttle Replacement Project	\$ 199,200
10	Tri County Metropolitan Transportation District of Oregon	Bus Stop ADA Improvements	\$ 400,000
11	Salem Area Mass Transit District	East Salem Transit Center Preliminary Design and NEPA Process	\$ 403,200
12	Josephine County	Vehicle Replacements	\$ 288,000
13	Lane Transit District	Rural Lane County On-Demand Shuttle Program	\$ 720,000
14	Tri County Metropolitan Transportation District of Oregon	TriMet Transit Priority Spot Improvements	\$ 612,000
15	Washington County	Ride Connection Community Connector Shuttle Replacement Vehicles	\$ 594,000
16	Tillamook County Transportation District	Bus Shelter Purchase and Installation	\$ 71,997
17	City of Lebanon	10.27% Match for BUS Replacement through 24-26 Mid-Cycle Disc Gr	\$ 18,486
18	City of Lebanon	15% Match for Bus Expansion through 5339	\$ 27,000
19	Curry County	Vehicle Replacement	\$ 468,000
20	City of Sandy	Sandy Operations Center Expansion Project	\$ 896,699
21	Confederated Tribes of the Umatilla Indian Reservation	Hermiston Bus Barn Construction; NEPA and preliminary engineering	\$ 160,000

Table 5. Projects recommended for funding with 2025-2027 STIF-IC funds.

Funding Priority	Applicant	Project Title	Recommended Award
1	Lane Council of Governments	Florence-Yachats Connector	\$ 463,680
2	Hood River County Transportation District	Columbia Gorge Express Intercity Service	\$ 2,240,000
3	Lane Council of Governments	Eugene-Florence Connector	\$ 938,000
4	Mid-Columbia Economic Development District	Gorge Regional Transit Infrastructure Development Project	\$ 100,000
5	Lane Transit District	Diamond Express Oakridge-Eugene Service	\$ 680,000
6	Mid-Columbia Economic Development District	The Dalles - Hood River Intercity Service	\$ 229,600
7	Lane Transit District	Florence Mobility Hub Site Selection and Concept Design	\$ 200,000
8	Mid-Columbia Economic Development District	Gorge Tribal Transit Connect	\$ 88,000
9	Community Connection of Northeast Oregon, Inc.	Wallowa Intercity	\$ 75,497
10	Community Connection of Northeast Oregon, Inc.	Baker Intercity	\$ 93,124
11	Confederated Tribes of the Umatilla Indian Reservation	STIF Intercommunity: ARROW Route - Operations	\$ 536,400
12	Confederated Tribes of the Umatilla Indian Reservation	STIF Intercommunity - Whistler Route - Operations	\$ 465,840
13	Harney County	Intercity transit route between Burns and Bend	\$ 73,440
14	Josephine County	2 additional vehicles for fixed route / commuter route transit	\$ 288,000
15	Grant County Transportation District	Bend Route-Operations and PM	\$ 120,240
16	Umatilla County	City of Milton-Freewater Operations - Intercommunity Fund	\$ 288,720
17	Grant County Transportation District	Deviated Fixed Route, Ops, Mobility Management and PM	\$ 72,000
18	Central Oregon Intergovernmental Council	Vanpool program transition support	\$ 480,000
19	Oregon Cascades West Council of Governments	OCWCOG Mobility Hub Project	\$ 640,002
20	Grant County Transportation District	Mount Vernon to Ontario	\$ 33,280
21	Central Oregon Intergovernmental Council	Vehicle replacement for rural Community Connector service	\$ 960,000

22	Central Oregon Intergovernmental Council	Pacific Crest Bus Lines Bend to Klamath Fall Operations	\$ 256,000
23	Umatilla County	5311 Rural - Administrations, Operations, PM	\$ 433,126
24	Umatilla County	5311 Rural - Administration, Operations, PM	\$ 94,183
25	Central Oregon Intergovernmental Council	Rural Veterans Healthcare Transportation supplement	\$ 150,869

Table 6 lists the projects that are recommended for funding with 5311(f) funds. Projects must meet FTA project eligibility for 5311(f) funds. New FTA guidance effective in October 2024 disqualified three projects that had received 5311(f) funds in the past and applied in this solicitation. It was recommended that they be funded by STIF-IC funds. Approximately \$341,130 of 5311(f) funds remained after the funding was distributed among the eligible 5311(f) projects. 5311(f) funds not awarded in this discretionary solicitation will be made available to fund Projects of Statewide Significance that meet the criteria for 5311(f) funding.

Table 6. Projects recommended for funding with 2025-2027 5311(f) funds.

Funding Priority	Applicant	Project Title	Recommended Award
1	TAC Transportation, Inc.	Bend to Eugene Express	\$ 346,050
2	TAC Transportation, Inc.	Willamette to Rogue Express: Eugene to Medford Route	\$ 311,820
3	TAC Transportation, Inc.	Cascade Express: Bend to Salem/Portland PM	\$ 96,000
4	TAC Transportation, Inc.	99W Express: Eugene to Forest Grove	\$ 293,000
5	Central Oregon Intergovernmental Council	CO Breeze Bend to Portland Route Operations	\$ 300,000
6	Hood River County Transportation District	HRCTD Facilities Site Development	\$ 800,000
7	TAC Transportation, Inc.	Hwy 97 Connector Preventative Maintenance	\$ 80,000
8	Sherman County	Vehicle Replacement	\$ 128,000
9	Clackamas County	Clackamas County Transit Development Plan - 5-year Update	\$ 240,000
10	Tillamook County Transportation District	Fire Alarm System Replacement and Update	\$ 64,000

V. Projects Not Recommended for Funding

Many projects were not recommended based on available funding. Table 7 lists the projects that were not recommended for funding.

Table 7. 2025-2027 STIF-D/STN projects that were not recommended for funding.

Applicant	Project Title	Requested Amount
Basin Transit Service Transportation District	Transit Operator Training and Development (Pilot Program)	\$ 181,552
Benton County	Replace Four Aging Transit Vehicles	\$ 320,000
Benton County	Installation of Security Fencing//Gates at Sunset Facility	\$ 200,000
Burns Paiute Tribe	Tribal Transit Facility	\$ 440,000
Central Oregon Intergovernmental Council	Cascade Lakes Byway & Smith Rock vehicle expansion purchase	\$ 720,000
Central Oregon Intergovernmental Council	Cascade Lakes Byway/Recreation Routes Vehicle Replacement	\$ 1,680,000
Central Oregon Intergovernmental Council	Security Services at Transit Hubs and Stops	\$ 120,000
Central Oregon Intergovernmental Council	Preventative Maintenance	\$ 160,000
City of Albany	Vehicle Purchase	\$ 800,000
City of Albany	Transit Stop Improvements - Phase 2	\$ 1,680,000
City of Albany	Transit Operations Facility Remodel	\$ 2,160,000
City of Canby	CAT Building project	\$ 7,988,736
City of Monmouth	Monmouth-Independence Trolley	\$ 748,800
City of Portland	Portland Streetcar Rider Ambassador Program	\$ 480,000
Clackamas County	MHX Expansion Vehicles	\$ 320,000
Clackamas County	Mt Hood Transit Enhancements	\$ 360,000
Confederated Tribes of the Umatilla Indian Reservation	Hermiston Bus Barn Construction	\$ 4,800,000
Confederated Tribes of the Umatilla Indian Reservation	HART Capital Bus Purchase	\$ 138,400
Gilliam County	Operations and Admin 25-27	\$ 160,000
Gilliam County	GC 25-27 STIF Disc Vehicle Rep and Exp	\$ 160,000
Gilliam County	Facility Updates 25-27	\$ 80,000
Gilliam County	25-27 GCT STIF Disc Preventive Maintenance	\$ 80,000
Gilliam County	25- 27 GC STN Mobility Management	\$ 80,000
Harney County	Increase fleet to add a Ford Transit Gamechanger 9 pass. vehicle	\$ 124,800
Hood River County Transportation District	HRCTD Expansion and Replacement Vehicles	\$ 640,000
Hood River County Transportation District	Bus Stop Infrastructure	\$ 79,992

Hood River County Transportation District	Columbia Gorge Explore - Transit to Trails!	\$ 16,000
Lake County	Vehicle Purchase 2025	\$ 192,000
Linn County	Replacement bus for Linn Shuttle	\$ 204,000
Morrow County	Boardman Expansion	\$ 376,704
Morrow County	Boardman to the Dalles Connection	\$ 440,400
Sunset Empire Transportation District	2 Fixed Route Bus Replacements	\$ 340,000
Tri County Metropolitan Transportation District of Oregon	LIFT Paratransit Vehicle Replacement (2026 Build)	\$ 3,869,808
Union County	Vehicle Replacement	\$ 89,590
Washington County	Integrated Transit Website for Washington County	\$ 120,000
Wheeler County	Vehicle replacement	\$ 216,000
Total		\$ 30,566,782

Appendix A – STIF Qualified Entity and Area Commissions on Transportation Feedback Report

Table 8. QE and STIF Advisory Committee project funding recommendations and comments.

QE and Project Name	Fund Don't Fund	Prioritized List Rank	QE & STIF Advisory Committee Comments
Confederated Tribes of the Umatilla Indian Reservation - STIF Intercommunity - Whistler Route - Operations	Fund	#1	
Confederated Tribes of the Umatilla Indian Reservation - STIF Intercommunity: ARROW Route - Operations	Fund	#2	
Confederated Tribes of the Umatilla Indian Reservation - HART Capital Bus Purchase	Fund	#3	
Confederated Tribes of the Umatilla Indian Reservation - Hermiston Bus Barn Construction	Fund	#4	Project was originally planned to be submitted as a 5339 application through ODOT.
Grant County Transportation District - Bend Route-Operations and PM	Fund		
Grant County Transportation District - Deviated Fixed Route, Operations, Mobility Management and PM	Fund		
Grant County Transportation District - Ontario	Fund		
Coos County Area Transportation District - Coos Transit Center & Mobility Hub	Fund		support all projects
Benton County - Replace Four Aging Transit Vehicles	Fund		
Benton County - Installation of Security Fencing//Gates at Sunset Facility	Fund		

City of Albany - Transit Stop Improvements - Phase 2	Fund		
City of Albany - Transit Operations Facility Remodel	Fund		
City of Albany - Vehicle Purchase	Fund		
Oregon Cascades West Council of Government - OCWCOG Mobility Hub Project	Fund		
OCWCOG - OCWCOG Mobility Hub Project	Fund	#1	
Linn County - Replacement bus for Linn Shuttle	Fund	#2	
City of Lebanon – 10.27% Match for BUS Replacement through 24-26 Mid-Cycle Disc Grant	Fund	#3	
City of Lebanon - 15% Match for Bus Expansion Through 5339	Fund	#4	
City of Albany - Vehicle Purchase	Fund	#5	
City of Lebanon - LINX Transit Expansion Pilot	Fund	#6	
City of Albany - Transit Operations Facility Remodel	Fund	#7	
City of Albany - Transit Stop Improvements - Phase 2	Fund	#8	
Mid-Columbia Economic Development District - Gorge Regional Transit Infrastructure Development Project	Fund		
Mid-Columbia Economic Development District - Gorge Tribal Transit Connect	Fund		
Mid-Columbia Economic Development District - The Dalles - Hood River Intercity Service	Fund		
City of Eugene - Downtown and Riverfront Circulator Pilot	Fund		The strength of this pilot is to provide this service while new multi-family housing is being built, while establishing transportation options for new residents. The proposed service also provides more connections between downtown and South Eugene.
Lane Council of Governments - Eugene-Florence Connector	Fund		The Eugene-Florence Connector is a vital connection for older adults and low-income individuals in West Lane County to get to Eugene. Public transportation between Florence and Eugene has been identified as a top need by West Lane County residents. This route creates a safe and active transportation option.
Lane Council of Governments - Florence-Yachats Connector	Fund		This area between Florence and Yachats was unserved by transit before the Florence-Yachats Connector service started. This service provides the only public transit link in the area. The service also creates a safe and active transportation option.

Lane Transit District - Diamond Express Oakridge-Eugene Service	Fund		The Diamond Express service fulfills a critical connection in the statewide transit network given that Oakridge is geographically isolated in Lane County. It creates a safe and active transportation option. Service is critical for youth in Oakridge who want to attend schools in the Eugene-Springfield metropolitan area.
Lane Transit District - Shopper Shuttle Replacement Project	Fund		The Shopper Shuttle is a very important service for older adults and people with disabilities. A service that allows drivers to assist riders with carrying their grocery bags is a huge benefit. It's important to replace the current aging vehicle so that this service can continue.
Lane Transit District - Florence Mobility Hub Site Selection and Concept Design	Fund		Currently in Florence, there exists a shared stop for multiple transit services on a street next to a grocery store where there is one small, dilapidated shelter with no amenities, so the need for a mobility hub is great. It is important to have a safe and accessible connection for all providers that meet here. Having a mobility hub in Florence will further public transit along the Oregon Coast.
Lane Transit District - Rural Lane County On-Demand Shuttle Program	Fund		The Rural Lane County On-Demand Shuttle Program is an inventive, strategic, and flexible way to expand service to more people. The service will help many rural residents who have transportation barriers.
Harney County - Increase fleet to add a Ford Transit Gamechanger 9 pass. vehicle	Fund	#2	Local Transit services have become a vital part of the Harney County Community. Transit services ensure timely access to many services to include basic life subsistence, medical and social activities. The addition of this vehicle to the fleet will increase Harney County's ability to provide timely transit services to the community.
Harney County - Intercity transit route between Burns and Bend	Fund	#1	This funding will ensure continued no cost transportation to vital services not provided in Harney County. Many residence of Harney County must travel outside the local area for specialized medical treatments that are not offered in Harney County. The loss of this service to Harney County residence will cause great hardship in facilitating access to medical and other vital services not provide in our rural frontier community.
Salem Area Mass Transit District - SAMTD Paratransit Vehicle Replacements	Fund	#1	
Salem Area Mass Transit District - East Salem Transit Center- Preliminary Design and NEPA Process	Fund	#2	

<p>City of Monmouth - Monmouth Independence Trolley</p>	<p>Fund</p>		<p>Please note: This project did not go to the STIF QE Advisory Committee for consultation as it was a late submission. However, the SAMTD Board of Directors reviewed applications on October 10, 2024, and recommended it for funding.</p>
<p>Tillamook County Transportation District - Bus Shelter Purchase and Installation</p>	<p>Fund</p>		<p>This project leverages a substantial ODOT investment that is currently being implemented on U.S. 101 in downtown Garibaldi. The enhancements to this segment of U.S. 101 will make the area safer and more accessible for all users, including bicyclists, pedestrians, transit riders, individuals with mobility devices, and drivers. With the construction of six bus stop pullouts as part of ODOT's project, a successful grant award to TCTD will allow for the purchase and installation of bus stop shelters at those locations. Safe, protected waiting and boarding infrastructure will enhance access to the District's services. TCTD's Transportation Advisory Committee (TAC) noted the project's high value to the community and its low cost-high benefit ratio and highly recommended this project be funded. They also stated that this segment of U.S. 101 through Garibaldi was in desperate need of infrastructure upgrades and appreciated the efforts of the District and ODOT to collaborate and build upon the improvements already being implemented in this area. This is a perfect example of a public-public partnership focused on creating a safe, accessible, balanced, and equitable transportation environment for all users.</p>

Tillamook County Transportation District - Fire Alarm System Replacement and Update	Fund		<p>Replacing and updating the fire alarm systems to both the Administration and Vehicle Maintenance Buildings at TCTD's main campus is critical to the District's existing and continuing operations throughout the northwest Oregon coast and into the Willamette Valley. A successful funding award for this project will enhance safety and protect the District's assets. The District's Administration Building is the primary component that allows all of the District's operational requirements to be carried out; while the VMB is required to ensure our maintenance team has the appropriate space and capacity to maintain and repair the fleet.</p> <p>TCTD's Transportation Advisory Committee (TAC) noted the project's high value and its low cost-high benefit ratio and highly recommended this project be funded. They also added that this project may not have the high visibility or excitement of other transit improvement projects, but it is a critical need to ensure that District employees and visitors are kept safe and that all District assets are protected.</p>
City of Canby - CAT Building project	Fund		The STIF QE Advisory Committee for the Tri County area believes all projects are equally important and didn't rank them.
City of Portland - Portland Streetcar Rider Ambassador Program	Fund		
City of Sandy - Sandy Operations Center Expansion Project	Fund		
Clackamas County - Clackamas County Transit Development Plan - 5-year Update	Fund		
Clackamas County - MHX Expansion Vehicles	Fund		
Clackamas County - Mt Hood Transit Enhancements	Fund		
TriMet - Bus Stop ADA Improvements	Fund		
TriMet - LIFT Paratransit Vehicle Replacement (2026 Build)	Fund		
TriMet - TriMet Transit Priority Spot Improvements	Fund		
Washington County - Integrated Transit Website for Washington County	Fund		
Washington County - Ride Connection Community Connector Shuttle Replacement Vehicles	Fund		
Washington County - Ride Connection Community Connector Stop Enhancements Phase 3	Fund		

Union County - Vehicle Replacement	Fund	#1	This project is fundamental to preserve the existing services.
Union County - R5 Public Transportation Travel Training Coordination Specialist	Fund	#2	This project is fundamental to expand public outreach/education resources.

Table 9. ACT project funding recommendations and comments.

ACT	Project Name	Fund Don't Fund	Prioritized List Rank	Committee Comments
Cascades West	City of Albany - Vehicle Purchase	Fund	#1	Replacement of an asset that is at the end of its useful life with a low emissions alternative.
Cascades West	City of Albany - Transit Operations Facility Remodel	Fund	#2	Improvements needed to recently purchased facility that serves Albany Transit System, Linn-Benton Loop, and Call-a-Ride. Improvements to increase safety, accessibility, and functionality of the used facility.
Cascades West	City of Albany - Transit Stop Improvements - Phase 2	Fund	#3	Makes improvements to existing transit stops for ADA compliance, safety, and functionality. Also expands service giving better access to disadvantaged areas of Albany.
Central Oregon	Central Oregon Intergovernmental Council - Cascade Lakes Byway/Recreation Routes Vehicle Replacement	Fund		Ranking varied from 2 to 7 in the COACT Executive Scoring Team
Central Oregon	Central Oregon Intergovernmental Council - Cascade Lakes Byway & Smith Rock vehicle expansion purchase	Fund		Ranking varied from 7 to 8 in the COACT Executive Scoring Team Notes included: The Cascade Lakes and Smith Rock shuttles have great potential, but there is a lot of parking along Cascade Lakes Hwy and even at Smith Rock. The convenience factor of driving will be challenging to overcome and will require outreach and working with the USFS, Mt Bachelor and Oregon Parks Dept.
Central Oregon	Central Oregon Intergovernmental Council - Category C vehicle purchase for new routes in Redmond and Bend	Fund		Ranking varied from 1 to 6 in the COACT Executive Scoring Team
Central Oregon	Central Oregon Intergovernmental Council - Vanpool program transition support	Fund		Ranking varied from 7 - 10 in the COACT Executive Scoring Team
Central Oregon	Central Oregon Intergovernmental Council - Pacific Crest Bus Lines Bend to Klamath Falls Operations	Fund		Ranking varied from 5-9 in the COACT Executive Scoring Team

Central Oregon	Central Oregon Intergovernmental Council - CO Breeze Bend to Portland Route Operations	Fund		<p>Ranking varied from 7-10 in the COACT Executive Scoring Team</p> <p>Notes included: "Reverse the #7 and #8 rankings. The reasoning is that the Breeze provides access to people traveling between Bend, Redmond, Madras and the Portland area. In the Portland area, the Breeze:</p> <ol style="list-style-type: none"> 1. stops near 1 or 2 light rail stations providing access to the Tri-Met system to travel throughout the Portland metro area 2. stops at PDX for travelers to/from Central Oregon 3. stops at Union Station which provides access to 2 or 3 Amtrak lines, Greyhound bus service, Tri-Met (bus service, streetcar and light rail), and FlixBus (a private bus company that provides multiple daily trips between Portland and Seattle)"
Central Oregon	Central Oregon Intergovernmental Council - Rural Veterans Healthcare Transportation supplement	Fund		Ranking varied from 3 - 6 in the COACT Executive Scoring Team
Central Oregon	Central Oregon Intergovernmental Council - Security Services at Transit Hubs and Stops	Fund		Ranking varied from 3-11 in the COACT Executive Scoring Team
Central Oregon	Central Oregon Intergovernmental Council - Preventative Maintenance	Fund		<p>Ranking varied from 4-13 in the COACT Executive Scoring Team</p> <p>Notes included: Preventative maintenance should be last on the list. Shouldn't it be covered under operations?</p>
Central Oregon	Central Oregon Intergovernmental Council - Vehicle replacement for rural Community Connector service	Fund		Ranking varied from 1-4 in the COACT Executive Scoring Team
Central Oregon	Grant County Transportation District - Bend Route-Operations and PM	Fund		Ranking varied from 2-5 in the COACT Executive Scoring Team
Central Oregon	Harney County - Intercity transit route between Burns and Bend	Fund		Ranking varied from 1-5 in the COACT Executive Scoring Team

Lane	City of Eugene - Downtown and Riverfront Circulator Pilot	Fund	<p>Project-specific comments:</p> <ul style="list-style-type: none"> • Downtown Eugene is a critical area and there is an expectation that more people will be moving around in that area. <p>General comments:</p> <ul style="list-style-type: none"> • The LaneACT believes all the projects are important. • The more transit service we support, the better positioned we are to meet our climate and equity goals. • Prioritize services and projects that don't rely entirely on grant funding for support or to be completed. • Prioritize projects where STIF is the only funding mechanism.
Lane	Lane Council of Governments - Eugene-Florence Connector	Fund	<p>Project-specific comments:</p> <ul style="list-style-type: none"> • The Eugene-Florence service provides a safer alternative for those who are concerned about safety issues along the Eugene-Florence corridor. <p>General comments:</p> <ul style="list-style-type: none"> • The LaneACT believes all the projects are important. • The more transit service we support, the better positioned we are to meet our climate and equity goals. • Prioritize services and projects that don't rely entirely on grant funding for support or to be completed. • Prioritize projects where STIF is the only funding mechanism. • Support the continuation of existing services before funding new pilots or projects.
Lane	Lane Council of Governments - Florence-Yachats Connector	Fund	<p>Project-specific comments:</p> <ul style="list-style-type: none"> • The Florence-Yachats shuttle is vital. <p>General comments:</p> <ul style="list-style-type: none"> • The LaneACT believes all the projects are important. • The more transit service we support, the better positioned we are to meet our climate and equity goals. • Prioritize services and projects that don't rely entirely on grant funding for support or to be completed. • Prioritize projects where STIF is the only funding mechanism. • Support the continuation of existing services before funding new pilots or projects.

Lane	Lane Transit District - Diamond Express Oakridge-Eugene Service	Fund	<p>Project-specific comments:</p> <ul style="list-style-type: none"> • The Diamond Express service is very important. Oakridge is isolated. This service is a lifeline for Oakridge residents. <p>General comments:</p> <ul style="list-style-type: none"> • The LaneACT believes all the projects are important. • The more transit service we support, the better positioned we are to meet our climate and equity goals. • Prioritize services and projects that don't rely entirely on grant funding for support or to be completed. • Prioritize projects where STIF is the only funding mechanism. • Support the continuation of existing services before funding new pilots or projects.
Lane	Lane Transit District - Florence Mobility Hub Site Selection and Concept Design	Fund	<p>Project-specific comments:• The Lane ACT supports the proposed mobility hub in Florence. Centralized mobility hubs are easier to recognize than individual stops and facilitate connecting between modes. This is forward-thinking work.</p> <p>General comments:• The LaneACT believes all the projects are important. • The more transit service we support, the better positioned we are to meet our climate and equity goals. • Prioritize services and projects that don't rely entirely on grant funding for support or to be completed. • Prioritize projects where STIF is the only funding mechanism.</p>

Lane	Lane Transit District - Rural Lane County On-Demand Shuttle Program	Fund	<p>Project-specific comments:</p> <ul style="list-style-type: none"> • Advocate for rural Lane County on-demand shuttle service. Rural shuttle connectors to metro areas are critical services, especially for the elderly and disabled. <p>General comments:</p> <ul style="list-style-type: none"> • The LaneACT believes all the projects are important. • The more transit service we support, the better positioned we are to meet our climate and equity goals. • Prioritize services and projects that don't rely entirely on grant funding for support or to be completed. • Prioritize projects where STIF is the only funding mechanism. • Support the continuation of existing services before funding new pilots or projects.
Lane	Lane Transit District - Shopper Shuttle Replacement Project	Fund	<p>Project-specific comments:</p> <ul style="list-style-type: none"> • The Shopper Shuttle Replacement Project is very important. The service is critical for the elderly and disabled who need assistance with groceries. • Advocate for rural Lane County on-demand shuttle service. Rural shuttle connectors to metro areas are critical services, especially for the elderly and disabled. <p>General comments:</p> <ul style="list-style-type: none"> • The LaneACT believes all the projects are important. • The more transit service we support, the better positioned we are to meet our climate and equity goals. • Prioritize services and projects that don't rely entirely on grant funding for support or to be completed. • Prioritize projects where STIF is the only funding mechanism. • Support the continuation of existing services before funding new pilots or projects.
Lower John Day	Gilliam County - Operations and Admin 25-27	Fund	<p>LJDACT strongly supports this STIF application, as this project is needed to sustain the Gilliam County Transportation dial a ride service within the county. It is vital to maintain this transportation option for senior/older adult residents and individuals with disabilities who don't have other viable means of transportation.</p>

Lower John Day	Gilliam County - Facility Updates 25-27	Fund	<p>This is a relatively low cost ask that we request and support funding for, as this project provides for public transit facility (preventative) maintenance needs that include the repair of the concrete apron, gutter repairs along the west roof eave over the vehicle bay doors, and replacement of the entry door and lock mechanism. Funding is limited in Gilliam County and this facility supports transit service for historically marginalized communities.</p>
Lower John Day	Gilliam County - 25-27 GCT STIF Disc Preventive Maintenance	Fund	<p>This is another relatively low cost ask and it's strongly supported by LJDACT. This project will provide for the timely application of required maintenance to the fleet vehicles. This will enhance services by reduced down-time and prolonging the life of existing fleet vehicles that provide critical services for our communities.</p>
Lower John Day	Gilliam County - 25- 27 GC STN Mobility Management	Fund	<p>LJDACT strongly supports this application, as this funding will allow us to maintain mobility management services and continue our work as part of a larger, integrated public transit system that connects rural communities to critical services. It also includes funding for driver training and vehicle maintenance, which is critical to the continued operation of our public transit services. Driver training provides for expanded recruitment opportunities and enhanced safety, while the allocation for vehicle maintenance will prolong the service life of and improve the safety of fleet vehicles that provide these critical public transit services.</p>
Lower John Day	Gilliam County - GC 25-27 STIF Disc Vehicle Rep and Exp	Fund	<p>LJDACT strongly supports this STIF application that will provide the funding for a new vehicle to serve the Gilliam County Dial-a-Ride services. This is a critical service for our remote areas that provides access to necessary services for seniors, people with disabilities and historically marginalized communities. LJDACT strongly supports the STIF applications for vehicle replacements in Sherman, Gilliam, and Wheeler Counties. The current vehicles are very old and as expected for rural areas where travelling long distances is common, they have high mileage. Replacement of these vehicles is crucial to the continuation of these transit services.</p>

Lower John Day	Sherman County - Vehicle Replacement	Fund		<p>LJDACT strongly supports this STIF application that will provide the funding for a new vehicle to serve the Sherman County Dial-a-Ride services. This is a critical service for our remote areas that provides access to necessary services for seniors, people with disabilities and historically marginalized communities.</p> <p>LJDACT strongly supports the STIF applications for vehicle replacements in Sherman, Gilliam, and Wheeler Counties. The current vehicles are very old and as expected for rural areas where travelling long distances is common, they have high mileage. Replacement of these vehicles is crucial to the continuation of these critical transit services.</p>
Lower John Day	Mid-Columbia Economic Development District - Gorge Tribal Transit Connect	Fund		<p>This STIF application will provide funding to establish transit access for Native American communities in the Columbia Gorge area through a partnership of public transit providers, land managers, and Tribal Leadership. A lot of planning and coordination work has gone into this effort that will provide needed access to critical services. LJDACT strongly supports funding this application.</p>
Lower John Day	Mid-Columbia Economic Development District - The Dalles - Hood River Intercity Service	Fund		<p>This STIF funding will provide intercity transit service on the I-84 corridor from The Dalles to Hood River. This service is a key regional and bistate connector to 3 other transit providers, Greyhound/Flix, and Amtrak. It is a key commuter route between the two largest communities in the Gorge, also connecting to the Portland/Vancouver Metro area, 7 counties, 20 communities. This service spans two ODOT regions (1 & 4). This service is also needed for another STIF application for Morrow County that will require funding for this application for it to be successful. See Morrow County application, Project #10.</p>

Lower John Day	Mid-Columbia Economic Development District - Gorge Regional Transit Infrastructure Development Project	Fund	<p>This application is a top priority for LJDACT and is strongly supported. This funding will allow us to develop interregional and interagency transit stops and hubs to expand our existing services. This project will allow efficiencies (by shortening existing intercity routes) for the 4 providers of the regional fixed route transit network by establishing a multimodal hub at a prime location next to downtown Hood River. The gained efficiencies are expected to have a big impact on overall costs, while enhancing public transit services for the public.</p>
Lower John Day	Morrow County - Boardman to the Dalles Connection	Fund	<p>This funding will provide a great and much needed connection to the Gorge Transit regional system from Eastern Oregon and would expand the regional network but ONLY if MCEDD's The Dalles to Hood River is funded and Columbia Area Transit's Hood River to Portland route is funded by the same grant program. Otherwise, this proposed route will meet with a transit dead end in The Dalles. LJDACT strongly supports the award of all 3 of these STIF applications to provide these needed services.</p>
Lower John Day	Wheeler County - Vehicle replacement	Fund	<p>LJDACT strongly supports this STIF application that will provide the funding for a new vehicle to serve Wheeler County transit services. This is a critical service for our remote areas that provides access to necessary services for seniors, people with disabilities and historically marginalized communities. LJDACT strongly supports the STIF applications for vehicle replacements in Sherman, Gilliam, and Wheeler Counties. The current vehicles are very old and as expected for rural areas where travelling long distances is common, they have high mileage. Replacement of these vehicles is crucial to the continuation of these remote transit services.</p>

Mid Willamette	Salem Area Mass Transit District - SAMTD Paratransit Vehicle Replacements	Fund	#1	Please note that only one (1) member of the MWACT chose to rank the grant applications. This ranking may not be representative of the full MWACT membership.1 member's comment: "I believe we need to raise fees to help offset operating costs for this service moving forward. It is a necessity that has a growing expense versus return on investment."
Mid Willamette	City of Monmouth - Monmouth Independence Trolley	Fund	#2	Please note that only one (1) member of the MWACT chose to rank the grant applications. This ranking may not be representative of the full MWACT membership. Member's comments: "There needs to be a minimal fee charged to help offset operating expenses to stay viable" "This has been an outrageous success, by any measure [...] since the beginning." General feedback I was unable to associate with a specific grant application: "[smaller cities] need some help [with transit services], such as shuttles"
Mid Willamette	Salem Area Mass Transit District - East Salem Transit Center- Preliminary Design and NEPA Process	Fund	#3	Please note that only one (1) member of the MWACT chose to rank the grant applications. This ranking may not be representative of the full MWACT membership. Because there was no specific feedback from MWACT against funding this application, we have included the ACT recommendation of "Fund".
Northeast	Confederated Tribes of the Umatilla Indian Reservation - Hermiston Bus Barn Construction	Fund	#11	ODOT missed 5339 b submission for the original application. Subcommittee recommends funding, even at a smaller amount that could go towards a future 5339 b application. Enough funding for engineering of \$1.8 million.
Northeast	Confederated Tribes of the Umatilla Indian Reservation - STIF Intercommunity - Whistler Route - Operations	Fund	#4	
Northeast	Confederated Tribes of the Umatilla Indian Reservation - STIF Intercommunity: ARROW Route - Operations	Fund	#5	

Northeast	Morrow County - Boardman Expansion	Don't Fund	#12	
Northeast	Morrow County - Boardman to the Dalles Connection	Don't Fund	#13	
Northeast	Umatilla County - 5311 Rural - Administrations, Operations, PM 1 P-25-0925	Fund	#8	
Northeast	Umatilla County - 5311 Rural - Administrations, Operations, PM 2 - P-25-0987	Fund	#7	
Northeast	Umatilla County - City of Milton-Freewater Operations - Intercommunity Fund	Fund	#9	
Northeast	Union County - Vehicle Replacement	Fund	#1	
Northeast	Union County - R5 Public Transportation Travel Training Coordination Specialist	Fund	#10	Committee recommends contract over employee.
Northeast	Community Connection of Northeast Oregon, Inc. - Baker Intercity	Fund	#2	
Northeast	Community Connection of Northeast Oregon, Inc. - Wallowa Intercity	Fund	#3	
Northeast	Confederated Tribes of the Umatilla Indian Reservation - HART Capital Bus Purchase	Fund	#6	
Northwest	Tillamook County Transportation District - Fire Alarm System Replacement and Update	Fund	#1	This project addresses both fire/life/safety and protecting infrastructure/assets. The agency is well equipped to manage the project and improve the system based on lessons learned.
Northwest	Tillamook County Transportation District - Bus Shelter Purchase and Installation	Fund	#2	This project is safety based, providing protection from weather and making waiting passengers with visibility to freight and passenger vehicles. It also leverages an existing ODOT investments in the Garibaldi Great Streets projects.
Northwest	Sunset Empire Transportation District - 2 Fixed Route Bus Replacements	Fund	#3	This is a vital investment in basic equipment providing safe transit for all riders while saving operational costs of repeated repairs to old equipment. Overall, the NWACT STIF Discretionary requests represent less than 3% of funds available. The NWACT firmly believes that all three of these projects are valid, well-prepared, and impactful to our rural communities.
Region 1	City of Canby - CAT Building project	Fund		
Region 1	City of Portland - Portland Streetcar Rider Ambassador Program	Fund		

Region 1	City of Sandy - Sandy Operations Center Expansion Project	Fund		
Region 1	Clackamas County - Clackamas County Transit Development Plan - 5-year Update	Fund		
Region 1	Clackamas County - MHX Expansion Vehicles	Fund		
Region 1	Clackamas County - Mt Hood Transit Enhancements	Fund		
Region 1	Hood River County Transportation District - Columbia Gorge Express Intercity Service	Fund		
Region 1	Hood River County Transportation District - Columbia Gorge Explore - Transit to Trails!	Fund		
Region 1	Hood River County Transportation District - Bus Stop Infrastructure	Fund		
Region 1	Hood River County Transportation District - HRCTD Facilities Site Development	Fund		
Region 1	Hood River County Transportation District - The Dalles - HRCTD Expansion and Replacement Vehicles	Fund		
Region 1	TriMet - Bus Stop ADA Improvements	Fund		
Region 1	TriMet - LIFT Paratransit Vehicle Replacement (2026 Build)	Fund		
Region 1	TriMet - TriMet Transit Priority Spot Improvements	Fund		
Region 1	Washington County - Integrated Transit Website for Washington County	Fund		
Region 1	Washington County - Ride Connection Community Connector Shuttle Replacement Vehicles	Fund		
Region 1	Washington County - Ride Connection Community Connector Stop Enhancements Phase 3	Fund		
Rogue Valley	Josephine County - 2 additional vehicles for fixed route / commuter route transit	Fund		See letter of support from the RVACT.
Rogue Valley	Josephine County - Vehicle Replacements	Fund		See letter of support from the RVACT.
Rogue Valley	Rogue Valley Transportation District - Ashland Transit Expansion Pilot	Fund		See letter of support from the RVACT.
South Central	Lake County - Vehicle Purchase 2025	Fund	#1	Replacement vans desperately needed for existing vans that have exceeded 200k miles. Highly utilized service in rural area.
South Central	Basin Transit Service Transportation District - Transit Operator Training and Development (Pilot Program)	Fund	#2	
South Central	Central Oregon Intergovernmental Council - Pacific Crest Bus Lines Bend to Klamath Fall Operations	Fund	#3	

Southeast	Burns Paiute Tribe - Tribal Transit Facility	Fund		Infrastructure needed.
Southeast	Grant County Transportation District - Bend Route-Operations and PM	Fund		
Southeast	Grant County Transportation District - Deviated Fixed Route, Operations, Mobility Management and PM	Fund		
Southeast	Grant County Transportation District - Ontario	Fund		
Southeast	Harney County - Increase fleet to add a Ford Transit Gamechanger 9 pass. vehicle	Fund		Program growing. Vehicle needed.
Southeast	Harney County - Intercity transit route between Burns and Bend	Fund		
Southeast	Union County - R5 Public Transportation Travel Training Coordination Specialist	Fund		Fund. Lower ranking than Burns Paiute Tribe and Harney County vehicle purchase.
Southwest	Curry County - Vehicle Replacement	Fund	#1	Curry County is a very rural county with approximately 23 thousand people, roughly 7,000 of which are in Brookings and another 2500 in harbor. The county has an aging population with the average age of 57 years old. We have very few resources for advanced medical care in our area and most of them are in the Medford or eureka area. Curry public transit connects redwood transit to the Eureka / Arcata area to our south and it connects the coos county transit to Medford / Klamath falls area. Without these affordable services, many in our county would be unable to live here and receive the care that they need.
Southwest	Coos County Area Transportation District - Coos Transit Center & Mobility Hub	Fund	#2	The Coos Transit mobility hub represents an excellent opportunity to improve the infrastructure supporting mobility in the county. Not having current property set aside for the project is the only reason this project is ranked 2nd.