

Project Selection Criteria

Projects will be evaluated based on the project selection criteria listed below. The first set of criteria will be used to determine if the applicant and project are eligible for funding. The second set of criteria will be used to determine project ranking relative to all project applications received.

ELIGIBILITY

- Applicants must be Public Transportation Service Providers, as defined by OAR 732-040-0005(24) or entities eligible to receive FTA Section 5311(f) funding
- Applicants must meet or demonstrate the capacity to meet the following qualifications, as applicable to the type of project being funded, under OAR 732-044-0020:
 - Be an entity eligible to enter into agreements;
 - Have the legal, managerial and operational capacity to perform the project within the agreed schedule;
 - Not be debarred or suspended from receiving federal grants;
 - Maintain compliance with federal, state and local laws and regulations including, and not limited to, those pertaining to passenger transportation, civil rights, labor, insurance, safety and health, as applicable;
 - Comply with applicable laws, the OARs, and the policies of the applicable grant fund;
 - Proper use of STIF moneys; and
 - Perform the project in a safe, prudent and timely manner.
- Eligible projects include but are not limited to: capital projects such as vehicles, facilities, equipment, and technology, as well as mobility management, planning, and research. Pilot operations projects may be considered for funding if the application includes a feasible financial plan for ongoing operations beyond the initial pilot period. Ongoing operations projects are not eligible for STIF Discretionary funding.

SCORING

One application may be submitted for both STIF Discretionary and Statewide Transit Network Program solicitations. Each application will be scored once by each reviewer. The criteria scores will be weighted differently for the two programs in the solicitation.

While applicant responses to questions will often be tied to specific scoring categories, evaluators will take into account the entire project for scoring; this includes comments and recommendations from ACTs and Qualified Entities (QEs), as well as a record of interaction between the applicant and ODOT to clarify the application intent, if any. Table 1 illustrates evaluation focus areas, evaluation criteria, and score weighting.

Table 1: 2018 Discretionary Solicitation Evaluation Criteria Framework

Focus Areas	Evaluation Criteria	Score Weighting	
		STIF Disc.	STN
<p>Equity and Public Transportation Service to Low-income Households</p> <p><i>OPTP goal:</i></p> <ul style="list-style-type: none"> Equity 	<ul style="list-style-type: none"> Improves public transportation service (e.g., service levels, programs, information, and supporting infrastructure) to low-income households. OAR 732-044-0030(1)(a) Improves or expands service to vulnerable or transportation-disadvantaged populations (e.g. seniors, people with disabilities). OAR 732-044-0030(1)(c) 	20%	10%
<p>Coordination of Public Transportation Services</p> <p><i>OPTP goal:</i></p> <ul style="list-style-type: none"> Communication, Collaboration, & Coordination 	<ul style="list-style-type: none"> Improves coordination between public transportation providers and reduces fragmentation of public transportation services. OAR 732-044-0030(1)(b) Provides integrated planning where affected communities will plan or partner to develop public transportation project(s). OAR 732-044-0030(1)(c)(A) 	10%	30%
<p>Statewide Transit Network Connections</p> <p><i>OPTP goals</i></p> <ul style="list-style-type: none"> Mobility & Public Transportation User Experience Accessibility and Connectivity 	<ul style="list-style-type: none"> Improves or maintains service between geographically separated communities. OAR 732-044-0030(1)(c)(D) Implements technological innovations that improve efficiencies and supports a seamless, easy-to-use Statewide Transit Network. OAR 732-044-0030(1)(c)(B) Improves local connections and infrastructure at inter-regional transit hubs or develops service improvements and approaches that can be replicated statewide. OAR 732-044-0030(1)(c) 	10%	30%
<p>Environmental and Public Health</p> <p><i>OPTP goals</i></p> <ul style="list-style-type: none"> Environmental Sustainability Health 	<ul style="list-style-type: none"> Reduces greenhouse gas emissions in or through public transportation systems. OAR 732-044-0030(1)(c)(C) Supports positive health outcomes. OAR 732-044-0030(1)(c) 	15%	10%
<p>Sustainable Funding</p> <p><i>OPTP goal</i></p> <ul style="list-style-type: none"> Funding and Strategic Investment 	<ul style="list-style-type: none"> Does not substantially rely on discretionary state funding beyond a pilot phase (i.e. project is short-term or has reasonable fund sources identified to sustain project-related transit services after discretionary funds expended). OAR 732-044-0030(1)(d) 	20%	10%
<p>Safety, Security, and Community Livability</p> <p><i>OPTP goals</i></p> <ul style="list-style-type: none"> Safety and security Community livability and economic vitality 	<ul style="list-style-type: none"> Protects fleet condition and ensures vehicles are maintained in a state of good repair. OAR 732-044-0030(1)(c) Results in increased use and participation in active transportation, including public transportation. OAR 732-044-0030(1)(c) 	25%	10%

STIF Disc.: STIF Discretionary Fund
 STN: Statewide Transit Network Program