LANE TRANSIT SPECIAL-PURPOSE DISTRICT OF OREGON (LTD)
STIF ADVISORY COMMITTEE MEETING AGENDA

Tuesday, September 22, 2026, 5:00 p.m.
Glenwood Administrative Building | Board Room
3500 E. 17th Ave, Eugene, OR 97403

LTD Public meetings are also available via web video stream. Anyone can access the broadcast live or view archived meetings at https://govhub.ompnetwork.org/

Pursuant to Oregon Administrative Rule ("OAR") 732-040-0030, the Lane Transit District Board of Directors shall appoint a State Transportation Improvement Fund (STIF) Committee as an advisory committee for the purpose of advising and assisting the District in carrying out the purposes of the Statewide Transportation Improvement Fund and prioritizing projects to be funded by population-based and employer-based STIF moneys received by the District. The Committee may also advise the District regarding the opportunities to coordinate STIF funded Projects with other local or regional transportation programs and services to improve transportation service delivery and reduce gaps in service.

Members	
Paul Comery	Chelsae Miller
Gino Grimaldi	Cosette Rees
Bill Johnston	Kari Turner (Vice Chair)
Joshua Kashinsky (Chair)	Kate Wilson
Pete Knox	Vacant
Scott Lemons	
Bart Mealer	

Public Comment:
Public comment occurs at the beginning of each meeting. In-person sign-up is available on the day of the meeting in the Boardroom. Attendees can participate virtually via Zoom. To join virtually, follow the link provided on LTD's Events Calendar on the day of the meeting at https://www.ltd.org/events-calendar/. In order to provide public comment, participants should use the "Raise Hand" feature on Zoom. For phone participants, press *9. Speakers will be called by name when it's their turn. Individual comments are generally limited to three minutes; however, the presiding Board officer will determine the final time limits based on the number of speakers and the time available.

For those unable to attend in person or virtually but who wish to submit written testimony, email clerk@ltd.org. Comments must be received by noon on the day prior to the meeting.

STIF ADVISORY COMMITTEE:

1. **CALL TO ORDER & ROLL CALL**: Paul Comery, Gino Grimaldi, Bill Johnston, Joshua Kashinsky (Chair), Pete Knox, Scott Lemons, Bart Mealer, Chelsae Miller, Cosette Rees, Kari Turner (Vice Chair), Kate Wilson

2. **AGENDA REVIEW AND INTRODUCTION TO NEW MEMBERS**

3. **PUBLIC COMMENT**

4. **AGENDA ITEMS** — **TIME:**
   - Committee Work Plan for Fall 2026/Winter 2027, presented by Kathleen Flynn, Lane Transit District — 5:15-5:25
   - STIF Overview, presented by Kathleen Flynn, Lane Transit District — 5:25-5:45
   - Federal Section 5310 Funding Update, presented by Kathleen Flynn, Lane Transit District — 5:45-5:50
   - Coordinated Plan Update, presented by Kerry Aszklar, Lane Transit District — 5:50-6:10

5. **ADJOURN**

The facility used for this meeting is accessible for those using mobility devices. To request a reasonable accommodation or interpreter, including alternative formats of printed materials, please contact LTD's Administration office no later than 48 hours prior to the meeting at 541-682-5555 (voice) or 7-1-1 (TTY through Oregon Relay).

UPCOMING STIF ADVISORY COMMITTEE MEETINGS:

- Tuesday, October 13, 2026
- Thursday, November 5, 2026
- Tuesday, November 17, 2026
- Tuesday, December 1, 2026
- Tuesday, December 8, 2026

Lane Transit District
Agenda Item Summary (AIS)

Presented By: Kathleen Flynn, LTD Grant Specialist

Prepared By: Kathleen Flynn, LTD Grant Specialist

AIS Title: Statewide Transportation Improvement Fund (STIF) Funding Overview

Action: Discussion and Feedback

Agenda Item Summary:

In 2017, the Oregon Legislature enacted House Bill 2017, the Keep Oregon Moving Act, which included a new 0.1% employee payroll tax to fund public transportation. This funding source, called the Statewide Transportation Improvement Fund (STIF), was established to provide a dedicated source of funding to maintain, improve, and expand public transportation for current and future users. 90% of the STIF funds are disbursed by formula to Qualified Entities (QE) based on the amount of payroll tax generated in their area. Lane Transit District (LTD) is the QE for the funds allocated to Lane County. Pursuant to OAR 732-040-0030(1), the Governing Body of each QE shall appoint an Advisory Committee to advise and assist the QE "in carrying out the purposes of the STIF and prioritizing projects to be funded by STIF moneys received by the QE."

As the QE for Lane County, LTD has begun preparing its STIF Formula Plan for the FY28-FY29 biennium. This fall, LTD's STIF Advisory Committee will review, evaluate, and prioritize projects that are proposed by local public transportation service providers for STIF Formula funding. After reviewing all proposed projects, the STIF Advisory Committee will make a funding recommendation to the LTD Board of Directors. Following approval by the Board, LTD staff will submit LTD's STIF Formula Plan to the Oregon Department of Transportation by the January 14, 2027, deadline.

Attachments:

(1) STIF Funding Overview
(2) STIF Overview Presentation

I certify that my Department Chief has reviewed and approved this AIS: ☒

To: LTD STIF Advisory Committee
From: Kathleen Flynn, LTD Grant Specialist
Date: September 22, 2026
Subject: STIF Funding Overview

Overview

The Statewide Transportation Improvement Fund (STIF) program was established in House Bill 2017 (also known as Keep Oregon Moving) to provide a dedicated source of funding to maintain, improve, and expand public transportation for current and future users. STIF funds are generated by a combination of payroll tax dollars (0.1%), ID card fees, non-highway gas tax, and cigarette tax.

Every two years, STIF public transportation funding is made available to support access to jobs, education, healthcare, and other valued destinations, relieve congestion, and reduce greenhouse gas emissions in Oregon. STIF money is allocated to finance investments and improvements in public transportation services. These funds may be used for public transportation purposes that support the effective planning, operation, and administration of public transportation programs.

Effective July 1, 2023, the STIF and Special Transportation Fund (STF) programs were consolidated and are now collectively known as the Statewide Transportation Improvement Fund. Key components of the STF program have been preserved in rule including investment priorities, such as funding for transportation services for people with disabilities and older adults.

This memo provides an overview of the process for distributing these funds in Lane County and the role of this STIF Advisory Committee in the distribution of STIF Formula Funds, as well as statewide STIF Discretionary and Intercommunity grant funds.

STIF Formula Funds

Formula Fund Overview

The Formula Fund program distributes 90% of the STIF revenues generated in Lane County by formula. Lane Transit District (LTD) is the entity authorized by the Oregon Department of Transportation (ODOT) to distribute STIF Formula Funds allocated to Lane County, also known as the “Qualified Entity (QE).” There are no match requirements for STIF Formula Funds.

Project Solicitation

The local STIF Formula Fund application process for the FY28-FY29 biennium covering the period from July 1, 2027 through June 30, 2029, closes on October 2, 2026. Potential subrecipients in Lane County who are interested in receiving STIF Formula Funds for the upcoming biennium submit a STIF Formula subrecipient application to ODOT and a supplemental LTD application directly to LTD.

LTD STIF Advisory Committee

The STIF Advisory Committee functions as an advisory group to the LTD Board of Directors.

The advisory committee must elect officers each fiscal year to serve a one-year term. Officers will include a chair and vice chair for the term. Minutes will be provided via video recording and posted online following the committee meetings.

STIF Advisory Committee Project Review

Advisory committees are required to review and prioritize projects proposed by subrecipients (including LTD). The Advisory Committee shall consider the following criteria when reviewing STIF Formula Fund projects:

- Whether the project would:
  - increase the frequency of bus service to communities with a high percentage of low-income households[1];
  - expand bus routes and bus services to serve communities with a high percentage of low-income households;
  - reduce fares for public transportation in communities with a high percentage of low-income households;
  - result in procurement of buses that are powered by natural gas or electricity for use in areas with a population of 200,000 or more;
  - improve the frequency and reliability of service connections between communities inside and outside of the QE's service area;
  - increase the coordination between public transportation service providers to reduce fragmentation in the provision of public transportation service;
  - provide student transit services for students in grades 9 through 12;
  - provide services for older adults and people with disabilities; or
  - provide support for the operation of existing services.[2]
- Whether the project would maintain an existing service;
- The extent to which the project goals meet public transportation needs and are a responsible use of public funds;
- The extent to which the project might benefit or burden historically or currently marginalized communities both now and in the long term;
- The extent to which the project would improve first- and last-mile connections to public transit and support multimodal integration;
- The extent to which the project achieves geographic equity; and

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[1] The Oregon Transportation Commission (OTC) adopted a statewide definition for the term "community with a high-percentage of low-income households" in 2026 that applies to FY28-FY29 STIF Formula Fund Plans. Under this adopted definition, this term now means:

(a) A group of people living in geographic proximity to each other who have a higher percentage of low-income households than the state average; or (b) A group of people sharing a common characteristic, such as enrollment in Medicaid, the Supplemental Nutrition Assistance Program (SNAP), or another income-eligible program, who have a higher percentage of low-income households than the state average, regardless of where any person within the group is located.

Definition (a) aligns with the definition previously provided in the LTD STIF Advisory Committee Bylaws:

> A "High Percentage of Low-Income Households" means an area where the percentage of Low-Income Households is above the State of Oregon average number of Low-Income Households statewide in the same year.

The Committee Bylaws will be updated to reflect the statewide definition adopted by the OTC this year.

[2] This priority was added to the STIF program rules by the OTC in 2026.

- Other factors to be determined by the Advisory Committee.

Project Submittal

The Advisory Committee will submit a project list to the LTD Board of Directors to review and approve. The Board is allowed to make changes to the finalized project list but will need to explain in their STIF plan if they do not follow Advisory Committee recommendations. Once the Board approves the STIF Plan, LTD staff submit it to ODOT. The deadline for submittal to ODOT is January 14, 2027.

Formula Fund Schedule (subject to change)

August 19, 2026 – ODOT Notice of Solicitation (applications and guidance) sent out for Formula Funds.

September 11, 2026 – LTD sends out the formal call for projects for Formula Funds to potential STIF subrecipients in Lane County.

October 2, 2026 – Lane County subrecipient applications for Formula Funds due to LTD.

December 16, 2026 – STIF Advisory Committee makes final STIF Formula Fund Plan recommendations to LTD Board of Directors; Board approves final STIF Plan.

TBD in January 2027 – LTD Board of Directors approves final STIF Plan if not approved on December 16, 2026.

January 14, 2027 – ODOT deadline for all QEs to submit STIF Formula Fund Plans.

Winter/Spring 2027 – ODOT review, Public Transportation Advisory Committee (PTAC) review, Oregon Transportation Commission (OTC) review and decision.

July 1, 2027 – New FY28-FY29 STIF Formula grant period begins.

STIF Discretionary and Intercommunity Funds

Discretionary and Intercommunity Fund Overview

The Discretionary Fund is intended to provide a flexible funding source to improve public transportation in Oregon; it makes up 5% of all STIF funding. It is not a source of ongoing operations funding. A 20% match is required for this funding.

The Intercommunity Discretionary Fund is for improving connections between communities and between communities and other key destinations important for a connected statewide transit network; it makes up 4% of all STIF funding. As a competitive funding source, ongoing operations projects are subject to risk of not receiving continuous funding. A 20% match is required for this funding.

Project Solicitation

ODOT solicits project requests directly from potential recipients. Initial applications for this solicitation will be due in February 2027, and final applications will be due in June 2027.

STIF Advisory Committee Project Review

For all projects in Lane County, ODOT will review project submittals and provide a copy to LTD to provide to their STIF Advisory Committee. The Committee will review each project application and provide a written recommendation to LTD stating whether the sub-recipients should receive the funding for the project; the Committee may also provide a prioritized list of projects. LTD will provide these recommendations to ODOT. ODOT will then consider input from advisory committees and Area Commission on Transportation (ACT) across Oregon and present a prioritized list of applications to be reviewed and prioritized to the PTAC. The PTAC will then present a prioritized project list to the OTC to determine the acceptance of applications for STIF Discretionary and Intercommunity funds.

Consolidated Competitive Grant Program (including STIF Discretionary and Intercommunity Funds) Schedule

January 2027 – Notice of solicitation

February 2027 – Initial applications due to ODOT

Spring/Summer 2027 – Applications available for LTD STIF Advisory Committee and Lane ACT to review and provide funding recommendations to ODOT

June 2027 – Final applications due to ODOT

Summer-Fall 2027 – **ODOT** selection committee review, PTAC review, OTC review and decision

July 1, 2028 – STIF Discretionary Funds grant period begins

LTD STIF Advisory Committee Meeting Schedule

Tuesday, September 22, 2026 – LTD STIF Advisory Committee Meeting

Tuesday, October 13, 2026 – LTD STIF Advisory Committee Meeting

***Thursday,* November 5, 2026** – LTD STIF Advisory Committee Meeting

Tuesday, November 17, 2026 – LTD STIF Advisory Committee Meeting

Tuesday, December 1, 2026 – LTD STIF Advisory Committee Meeting

Tuesday, December 8, 2026 – LTD STIF Advisory Committee Meeting

***Wednesday*, January 6, 2027** – LTD STIF Advisory Committee Meeting (if STIF Formula funding recommendation not completed in December)

Winter/Spring 2027 – LTD STIF Advisory Committee meetings TBD based on ODOT Consolidated Competitive Grant Program schedule

STIF Funding Overview

LTD STIF Advisory Committee

September 22, 2026

STIF Advisory Committee Workplan: Fall 2026-Spring 2027

- LTD Coordinated Plan: additional updates (September – October 2026)
- STIF Formula Fund Plan for FY28-FY29 (September – December 2026)
- ODOT Consolidated Competitive Grant Program for FY29-FY30, including STIF Discretionary/Intercommunity Funds
- (Spring 2027)

STIF Funding Overview

What is the Statewide Transportation Improvement Fund (STIF)?

- Established by the Oregon Legislature in 2017 to provide a dedicated source of funding for maintaining, improving, and expanding public transportation for all users.
- Funded primarily through a 0.1% payroll tax, as well as other taxes and fees, such as cigarette taxes, non-highway gas taxes, and ID card fees.
- Can be used for public transportation purposes that support the effective planning, operation, and administration of public transportation programs.

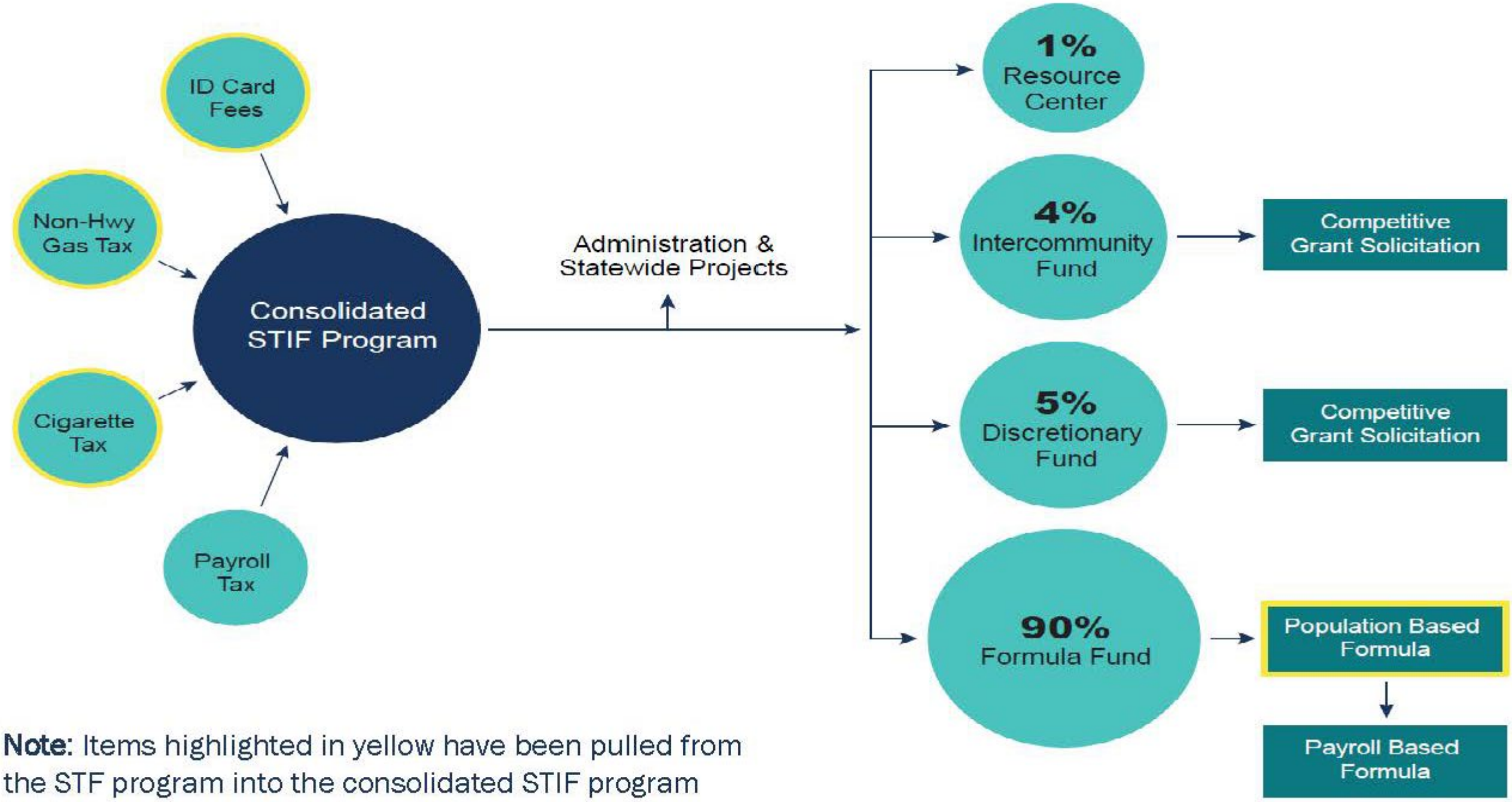
Funding Programs

STIF Formula Funds

- **Population-based allocation**
- **Payroll-based allocation**

STIF Discretionary & Intercommunity Funds

- **Statewide competitive awards**



Note: Items highlighted in yellow have been pulled from the STF program into the consolidated STIF program

Funding Program Areas

STIF Formula Fund

- 90% of the STIF will be distributed to Qualified Entities (QE) based on taxes paid within their geographic area, with a minimum amount of $100,000 per year to each QE.

STIF Discretionary Fund

- 5% of the STIF will be awarded to eligible public transportation service providers based on a competitive grant process.

STIF Intercommunity Fund

- 4% of the STIF will be used to improve public transportation between two or more communities based on a competitive grant process.

STIF Formula Funds

What's a Qualified Entity?

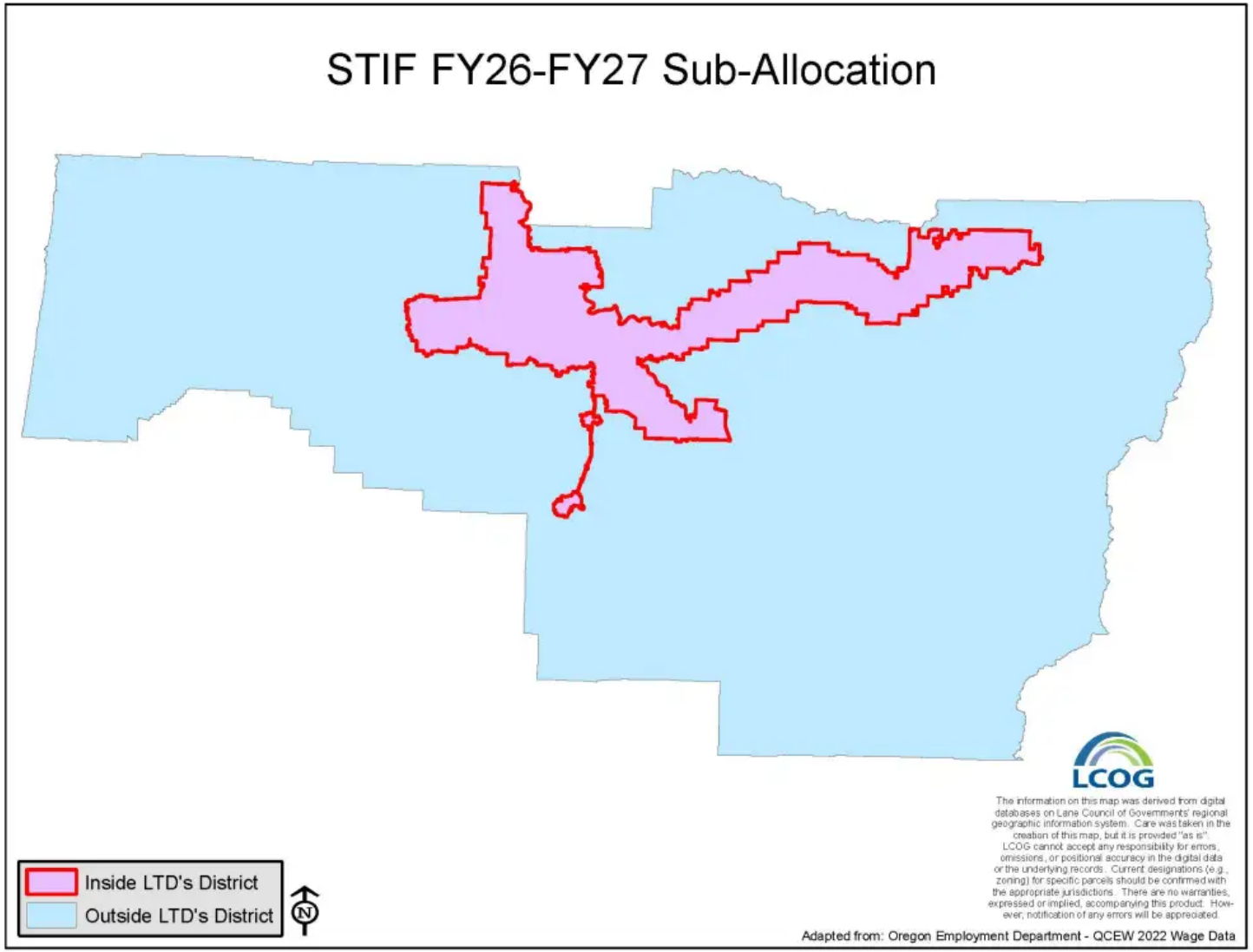
- STIF Formula Funds are allocated to QE across the state.
- QE are mass transit districts, transportation districts, counties without either of the above, and federally-recognized tribes.
- LTD serves as the QE for Lane County.

Available STIF Formula Funding

- Each biennium, ODOT estimates the amount of STIF Formula funding they anticipate being available for each QE.
- ODOT's July 2026 STIF Allocation Estimate indicates that Lane County will receive the following in Formula Funds for FY28-FY29:

	FY 2028	FY2029
In LTD District	$8,431,709	$8,869,534
Outside LTD District	$823,441	$859,519
TOTAL Allocation	$9,255,150	$9,729,053

STIF Geographic Distribution (Suballocation)



STIF Formula Fund Timeline

- August 19, 2026 – ODOT Notice of solicitation (applications and guidance) sent out for Formula Funds
- September 11, 2026 – LTD sends out the formal call for projects for Formula Funds to potential STIF subrecipients in Lane County
- October 2, 2026 – Lane County subrecipient applications for formula funds due to LTD
- December 16, 2026 – LTD Advisory Committee makes final STIF Plan recommendations to LTD Board of Directors; Board approves final STIF Plan
- TBD January 2027 – LTD Board approves final STIF Plan if not approved in December
- January 14, 2027 – LTD must submit STIF Formula Plan to ODOT

STIF Advisory Committee Role

Review **Formula Fund** projects proposed by sub-recipients (including LTD) and provide a written recommendation to the LTD Board of Directors

STIF Advisory Committee Role

The Advisory Committee may consider the following criteria when reviewing STIF Formula Fund Projects:

- Whether the Project would:
  - increase the frequency of bus service to communities with a high percentage of low-income households;
  - expand bus routes and bus services to serve communities with a high percentage of low-income households;
  - reduce fares for public transportation in communities with a high percentage of low-income households;
  - result in procurement of buses that are powered by natural gas or electricity for use in areas with a population of 200,000 or more;
  - improve the frequency and reliability of service connections between communities inside and outside of the QE's service area;
  - increase the coordination between Public Transportation Service Providers to reduce fragmentation in the provision of public transportation service;
  - provide student transit services for students in grades 9 through 12;
  - provide services for older adults and people with disabilities; or
  - *provide support for the operation of existing services.*

STIF Advisory Committee Role

In addition, the Advisory Committee may consider the following criteria when reviewing STIF Formula Fund Projects:

- Whether the Project would maintain an existing service;
- The extent to which the Project goals meet public transportation needs and are a responsible use of public funds;
- The extent to which the Project might benefit or burden historically or currently marginalized communities both now and in the long term;
- T*he extent to which the Project would improve first- and last-mile connections to public transit and support multimodal integration;*
- The extent to which the Project achieves geographic equity; and
- Other factors to be determined by the Advisory Committee.

STIF Advisory Committee Review Process

Enhanced Project Review Process

- Additional updates to the Coordinated Plan to guide Committee review of STIF Formula projects.
- A two-step project review process:
  1. LTD staff will review projects for eligibility.
  2. Advisory Committee members will score each eligible project and then use those scores to rank and prioritize STIF Formula projects.
  - Why a more formalized process?
  - Clarity for potential subrecipients
  - Advisory Committee confidence that projects are eligible for funding and that review criteria are consistent with funding intent and regional priorities.
  - Potential future reductions in funding

STIF Advisory Committee Meeting Schedule

- **Tuesday, September 22, 2026 (5-6:30)**
- **Tuesday, October 13, 2026 (5-6:30)**
- ***Thursday,* November 5, 2026 *(5-7:30)***
- **Tuesday, November 17, 2026 *(5-7:30)***
- **Tuesday, December 1, 2026 *(5-7:30)***
- **Tuesday, December 8, 2026 *(5-7:30)***
- ***Wednesday*, January 6, 2027 --** if STIF Formula funding recommendation not completed in December
- **Winter/Spring 2027** Dates TBD based on ODOT Consolidated Competitive Grant Program schedule

STIF Discretionary & Intercommunity Funds/ FY 28 Competitive Transit Grants

Consolidated Competitive Grant Solicitation: FY29-FY30

- The Consolidated Competitive Grant solicitation will replace ODOT's typical STIF Discretionary and Statewide Transit Network call for projects with a consolidated solicitation for multiple funding sources, including **STIF Discretionary** and **STIF Intercommunity Funds.**

STIF Advisory Committee Role

Review and prioritize local **STIF Discretionary and Intercommunity Fund** project applications and provide a written recommendation to the LTD Board of Directors.

Consolidated Competitive Grant Program Timeline

- January 2027 – Notice of solicitation
- February 2027 – Initial Applications due to ODOT
- Spring 2027 – STIF Advisory Committee review and recommendation to LTD Board of Directors
- Spring 2027 – LTD Board of Directors adopts STIF Advisory Committee recommendations
- June 2027 – Final Applications due to ODOT
- Summer/Fall 2027 – ODOT/PTAC/OTC review and decision
- July 2028 – STIF Discretionary/Intercommunity grant period begins

Questions?

Lane Transit District
Agenda Item Summary (AIS)

Presented By: Kerry Aszklar, Associate Planner

Prepared By: Kerry Aszklar, Associate Planner

AIS Title: Lane County Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan)

Action: Informational Update

Agenda Item Summary:

Lane Transit District (LTD) staff will update the Statewide Transportation Improvement Fund (STIF) Advisory Committee on minor modifications and additions to the draft Coordinated Plan since the committee last reviewed the draft in May 2026. These changes are designed to:

- More clearly define new project/program eligibility requirements
- Strengthen the prioritization methodology

These changes are in response to federal and state transportation funding programs. LTD staff will present an overview of the update and answer questions from the committee.

Background:

On May 12, 2026, the STIF Advisory Committee voted to recommend the LTD Board of Directors approve the updated draft Coordinated Plan. Since that time, staff identified a missing element in the plan related to new project/program funding eligibility and prioritization methodology.

Staff have enhanced the plan to address these missing elements. These changes to the plan warranted updates to the committee before requesting the LTD Board to adopt the plan later this fall.

This AIS and accompanying presentation are to provide a quick update to the committee on the project timeline and changes to the plan since May. LTD staff will return to the committee in October with an updated final plan and for a recommendation from the committee for the Board to adopt the plan.

I certify that my Department Chief has reviewed and approved this AIS: ☒

Attachments:

(1) Coordinated Plan Presentation

Lane Transit District

Coordinated Plan Update

STIF Advisory Committee

September 22, 2026

Context of Changes

Spring

ODOT splits STIF Formula Plan and 5310 funding allocation processes

April & May

Committee reviews 5310 applications

May

Committee voted to recommend Coordinated Plan for LTD Board adoption

Spring/Summer

Clarifications in 5310 funding eligibility from ODOT further restricts funding allocation

Summer/Fall

LTD staff identify opportunity to strengthen Coordinated Plan before Board adoption

October

Updated final plan for STIF Advisory Committee

December

LTD Board adoption

Changes to the Plan

Prioritization includes three tiers of priorities → Strengthened prioritization framework with a 2-step process

Lists 5310 and STIF Formula funding sources → Clarified project eligibility and prioritization specific to 5310 and STIF Formula

No info for 5310 or STIF funding applicants → Added funding details in new appendix

Applying the Coordinated Plan(s)

	5310 Funding	STIF Formula Plan
2019 Plan	Spring 2026 allocation	2027-2029 STIF Formula biennium, with a new 2-step process: 1. Project eligibility check (staff) 2. Project scoring (committee)
2026 Plan	Future 5310 allocations	2030-2032 and future STIF Formula Plans

Next Steps

- Now – October:
  - Finalize plan update
  - Notify key stakeholders of changes
- October: Share final plan with STIF Advisory Committee for recommendation for adoption
- November: Strategic Planning Committee
- December: Board of Directors adoption

Lane Transit District

Questions?

LTD Subrecipient Application Review Process

LTD will follow a two-step process to review STIF Formula fund subrecipient applications.

Step 1: LTD staff will review applications to determine if the applicants and the proposed projects are eligible for STIF Formula funding (see Table 1).

Table 1.

Eligibility Criterion	**Eligible/Ineligible**
Eligible STIF Formula activity	□ Eligible □ Ineligible
Appears in an adopted local plan or adopted policy	□ Eligible □ Ineligible
Is a strategic fit with LTD and local transportation priorities	□ Eligible □ Ineligible
Serves a public transportation purpose, i.e., is promoted to and available to the general public	□ Eligible □ Ineligible
Consistent with Oregon Public Transportation Plan goals	□ Eligible □ Ineligible
Does not supplant existing local transit funding	□ Eligible □ Ineligible
Can be delivered within the STIF Plan period or qualifies as carry-forward project	□ Eligible □ Ineligible
Meets applicable legal, ADA, environmental, procurement, and reporting requirements	□ Eligible □ Ineligible
Includes scope, budget, outcomes, and responsible agency	□ Eligible □ Ineligible
Shows adequate organizational capacity, including sustainable long-term operating commitment and capacity to deliver and maintain the project	□ Eligible □ Ineligible

Eligibility Criterion	Eligible/Ineligible
If this project involves purchase of an asset, applicant shows considerations for asset lifecycle and stewardship	□ Eligible □ Ineligible
Transit-related bike/pedestrian projects demonstrate physical or functional relationship to transit	□ Eligible □ Ineligible
Fixed-route projects have a GTFS process in place	□ Eligible □ Ineligible

Projects failing any mandatory criterion would not advance for funding consideration.

Step 2: LTD's STIF Advisory Committee will review all eligible subrecipient applications, and applicants will be given the opportunity to present their proposed projects to this Committee in November.

Projects will be categorized according to established funding priorities:

- Priority 1 – Statutory/Required Commitments (Older Adults & Disabilities, Student Transportation, Compliance Requirements)
- Priority 2 – Preserve Existing Service (Operations, Fleet Replacement, State of Good Repair)
- Priority 3 – Strategic Enhancements (Service Expansion, Customer Experience, Technology, Access Improvements)

Members of LTD's STIF Advisory Committee will use scoring sheets to then determine a score for each eligible project as part of LTD's Project Prioritization Methodology. Table 2 serves solely as an example of this scoring sheet and may be altered by LTD staff following review by the STIF Advisory Committee in September 2026. If this scoring sheet is changed following STIF Advisory Committee review, LTD will post an updated scoring sheet. Project scores determine the tier of funding that determine whether that project is recommended for funding.

The score of a project does not guarantee funding for the project. LTD staff and STIF Advisory Committee members will also provide qualitative input on projects that may impact project prioritization.

Table 2.

Category	Possible Points	Purpose
Mobility & Ridership Benefit	25	Improves access, reliability, ridership and customer mobility
Equity & Transportation Disadvantage	25	Benefits low-income households, seniors, people with disabilities, youth, and transit-dependent populations
Service Preservation & State of Good Repair	15	Maintains existing services and critical assets
Coordination & Regional Connectivity	15	Improves transfers, partnerships, first/last-mile access and network integration
Climate, Land Use & Community Outcomes	10	Advances climate, housing, land use and mode-shift objectives
Readiness & Deliverability	10	Demonstrates ability to successfully deliver the project

Project Scores

Project scores from the Project Prioritization Methodology determine the ranking of the project (see Table 3).

Table 3.

Score	Recommendation
85-100	Strong recommendation for funding
70-84	Fund if resources allow
55-69	Fund if resources allow
<55	Not recommended unless funding remains Generally, not recommended

Using the scores and priorities as guidelines, the STIF Advisory Committee will develop their recommendation to forward to the LTD Board of Directors as the region's Qualified Entity.

The LTD Board of Directors will review and consider the recommendation of the STIF Advisory Committee, and approve a STIF Formula plan, and direct LTD staff to submit the STIF Plan to ODOT.

Plans will be reviewed first by ODOT staff and then forwarded to the Oregon Transportation Commission for review and adoption. STIF Formula Plans are not final until adopted by the Oregon Transportation Commission.