

TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
GRANT APPLICATION FORM
2013

APPLICATIONS DUE 4:00 p.m. June 14, 2013

Type of Grant:

Please indicate Category 1 or Category 2

Category 2

PROJECT TITLE: Long Range Comprehensive Transportation Plan

PRIMARY APPLICANT JURISDICTION: Sunset Empire Transportation District

MAILING ADDRESS: 900 Marine Drive

CITY: Astoria

ZIP: 97103

CONTACT PERSON: Jay Flint, Executive Director

OTHER JURISDICTIONS INVOLVED IN THE PROJECT	MATCH	
	Yes	No
_____	<input type="radio"/>	<input type="radio"/>
_____	<input type="radio"/>	<input type="radio"/>
_____	<input type="radio"/>	<input type="radio"/>
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_____	<input type="radio"/>	<input type="radio"/>
_____	<input type="radio"/>	<input type="radio"/>

TELEPHONE: (503) 861-5399

FAX: (503) 325-1606

EMAIL: jay@ridethebus.org

ODOT REGION (1 - 5): Region 2

SUMMARY DESCRIPTION OF PROJECT: This section must be completed. Do not refer to text within the application form. In 2 or 3 sentences, explain what will be done and what the expected outcome is. (For example: The project will result in an access management plan for Black Spot Highway. The plan will be developed in partnership with ODOT based on an analysis of needs, along with input from community workshops and one-on-one contact with property owners along the highway.)

The project will develop a long range Comprehensive Transportation Plan for the Sunset Empire Transportation District of Clatsop County. The last 10 year CTP plan was adopted in 2001 and it is time for an update. The plan will focus on county-wide transportation planning issues, including local needs, visitor needs, bus stop and facility citing, incorporating transit within local land use planning efforts, including other TSP updates, as well as coordinating with the new five-county transit alliance that SETD is a member.

SUMMARY OF PROJECT BUDGET

PROJECT TITLE: Long Range Comprehensive Transportation Plan

JURISDICTION: Sunset Empire Transportation District

	TGM Funds Requested	Local Match*	Total Project Cost
Eligible Grantee Expenses [Labor (salary plus benefits) and Direct Expenses]	\$ 22,440.00	\$ 3,060.00	\$ 25,500.00
Consultant Personal Services	\$ 115,720.00	\$ 15,780.00	\$ 131,500.00
TOTAL	\$ 138,160.00	\$ 18,840.00	\$ 157,000.00

* This amount should be a minimum of 11 percent of the total project budget.

I understand that, if used, consultant selection will follow the policies and requirements of the ODOT Procurement Office: <http://www.oregon.gov/ODOT/CS/OPO/>

Initial JF

Initial one of the following statements.

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions listed on page 1.

Initial JF

This application was prepared by the following compensated consultant:

Consultant Name _____

Initial _____

Jay Flint

Digitally signed by Jay Flint
DN: cn=Jay Flint, o=SETD, ou,
email=jay@ridethebus.org, c=US
Date: 2013.06.14 14:58:43 -07'00'

Authorized Signature

Executive Director, SETD

Title

Jay Flint

Printed Name



TRANSPORTATION GROWTH MANAGEMENT (TGM) 2013 GRANT APPLICATION FORM

Please read the Application Packet carefully before completing this application. You must submit your complete application both electronically and via postal mail.

Sample applications and application tips are available on the TGM Grants and Incentives page on the Web: egov.oregon.gov/LCD/TGM/grants.shtml.

Please limit application to 10 pages.

The answer fields below will expand as you type.

ORGANIZATION NAME Sunset Empire Transportation District		PHONE 503-861-5399
CONTACT PERSON NAME AND TITLE Jay Flint, Executive Director		CONTACT PERSON E-MAIL jay@ridethebus.org
PROJECT TITLE SUNSET EMPIRE TRANSPORTATION DISTRICT – COMPREHENSIVE TRANSPORTATION PLAN		

Section One: GRANT ELIGIBILITY REQUIREMENTS

Applications are reviewed on a pass/fail basis on each of the following criteria. Applications found to not meet each of these eligibility requirements will not be scored against the award criteria and will not be awarded a grant. *Provide a brief statement of how you meet each requirement.*

1. Clear Transportation Relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail research, analysis, evaluation of alternative scenarios, development of implementation measures, or public involvement that results in a transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance.

Sunset Empire Transportation District (SETD) seeks grant assistance to develop a long-range Comprehensive Transportation Plan for Clatsop County. The service area for SETD comprises the entire county, however, current service coverage is mainly confined to the corridors of Highways 30 and 101. A goal of the transit district is grow service to access currently underserved areas, as well as to maximize regional connections. The long-range regional transit plan developed through this grant will provide the District with a road map to maximize existing needs with an eye for future expansion. The plan will tap into the recent City of Astoria and City of Seaside TSP planning efforts as well as the planned TSP updates at Clatsop County. Additionally, SETD is part of a five-county regional transit alliance, called the Connector Alliance, and this plan will look to integrate the Alliance’s goals and objectives with SETD’s county-specific goals.

2. Adoption of Products to meet Project Objectives

A proposed project must include preparation of an adoption-ready product or products that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment or element, land use regulation, or intergovernmental agreement. Projects that will primarily do outreach, research, study an issue, or compile data are not eligible.

The final product developed from the grant-funded project will be a long-range plan that will focus on developing concrete recommendations from detailed research and analysis, centering on achieving measurable results that our ridership can support. The intentions of the plan are to develop a set of readily implementable recommendations that are tied to both realistic objectives and lofty goals. The plan will build off of the SETD Strategic Prioritization Plan that was developed and adopted by the SETD Board of Commissioners in November 2012. The Strategic Plan was created to address current, near-term needs using existing resources over a two year period. This grant request will focus planning efforts on much broader and longer-range objectives of the District in relations to its local constituents and regional partner transit agencies, while incorporating strategic objectives that have already been identified by the Board.

3. Support of Local Officials

A proposed project must clearly demonstrate that local officials understand the purpose of the grant application and support the outcomes of the project. A letter or resolution of support from the governing body of the applying jurisdiction is required to be submitted with the application to meet this requirement.

The last comprehensive Transportation Plan for SETD was a 10-Year Plan developed in 2001. The SETD Board of Commissioners are fully supportive of developing a new plan and long-range vision for the District and are eager to receive a TGM grant from the State in order to do so. Attached to this application is a letter of support from the SETD Board of Commissioners for this grant application. A resolution ratifying this application and support letter will be performed at the June 27th Board Meeting. In addition to the governing body's support, this transportation planning process has the support of many local and regional jurisdictions and organizations. Letters of support will follow this application.

AWARD CRITERIA

Applications are scored on a range of criteria and receive up to 100 points. Projects are selected based on the points scored, the grant amounts requested, the estimated amounts TGM believes may be required to complete a project, the amount of grant dollars available for award within a geographic region, and the balance of grant dollars between Category 1 and Category 2 projects.

1. Proposed Project Addresses a Need and Supports TGM Objectives

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity through achieving one or more of the TGM objectives (as listed on page 10 of the Application Packet).

Up to 40 points: Provide a statement of project purpose, transportation relationships and benefits, and relate them to TGM objectives. Projects that address an issue, problem, need, or opportunity with a clear expected outcome will receive more points. Projects that meet one or several TGM objectives in a substantial, integral way will receive more points than projects that meet one or more TGM objectives superficially. If applying to update your Transportation System Plan, have you asked TGM to perform a TSP Assessment? What were the key update recommendations and how do they relate to your proposed project?

Project purpose:

Sunset Empire Transportation District (SETD) seeks grant assistance to develop a long-range comprehensive transportation plan. This comprehensive plan will develop goals and strategies for SETD to address the delivery of public transportation services in Clatsop County, Oregon, as well as its connections with the greater five-county transit alliance of which it is a part. This ten to twenty year plan will look to:

- Review existing services in Clatsop County and its connections with other transit districts;
- Identify opportunities available to SETD and the County;
- Enumerate SETD's 10 to 20-year goals and objectives;
- Review state, regional and local land use and transportation plans and policies as they relate to the provision of public transportation; and
- Recommend service and organizational improvements.

The plan has the overarching goal of providing the most efficient and effective transit services within and around Clatsop County to help decrease reliance on the automobile and to increase accessibility to area services. The plan will assess land use development and provide a framework for the reduction of greenhouse gas emissions, reduce the use of state highways and reduce vehicle miles traveled by single-occupancy vehicles. The plan will also research and provide recommendations for promoting the full range of transportation options in the region (i.e. car-sharing, vanpooling, bicycle, pedestrian, etc.) This plan or parts of it are intended for adoption into local jurisdiction Comprehensive Plans and/or Transportation System Plans.

SETD's Comprehensive Transportation Plan will accomplish the following objectives supported by the TGM grant program:

- a. The plan will develop a balanced, interconnected and safe transportation system by reviewing SETD's current service levels, providing service and program recommendations and planning for land use development in the region to target appropriate transportation options for future growth.
- b. The plan will research and provide recommendations for the citing of future SETD transit facilities, including bus stop locations, and particularly in the realms of park and ride facilities and a possible south couth transit center.
- c. The plan will address mobility choices by analyzing SETD's current Mobility Management program and providing a set of recommendations for improving our services to those with limited options. Additionally, the plan will seek input from the region's social service agencies whose clients access the public transit system. Also, integrating SETD's Northwest Ride Center, a non-emergent Medicaid transportation brokerage, into the service opportunities addressed by the plan will provide a broader perspective to accomplishing this objective.
- d. The plan will support SETD's new effort to develop a Transportation Options (TO) program for Clatsop, Columbia, and Tillamook counties, in conjunction with ODOT's Direct Less Connect campaign, which will address walking, biking, car-sharing, van-pooling and public transit opportunities in the region.
- e. The plan will link with the region's Transportation System Plans for cities and counties and look to coordinate services with projected growth for livable towns and communities.
- f. The plan will include an in depth look at the location of activity centers and attempt to accommodate transportation options for both current and future locations.
- g. The plan will promote a mobility-integrated lifestyle that warrants a healthful and pleasing environment for those that choose to explore the full range of mobility options that are available within the community.

- h. The plan will develop a mechanism for inserting SETD input into the land use review and approval processes for the region's city and county municipalities to ensure that adequate considerations are being taken into account on proposed developments regarding their effect on public transportation.
- i. Same as (h.)
- j. See (k.)
- k. The plan will identify future public transportation needs as they relate to existing and future planned infrastructure projects with an eye to use public transportation as tool for easing vehicle impacts on regional roads.
- l. The plan will better integrate SETD's services with other regional transit services to enhance and expand public transportation usage thereby contributing to reduced SOV emissions and greenhouse gases. Likewise, through enhancing the Transportation Options program, the plan will promote a healthy lifestyle of walking and biking in coordination with public transit. In addition, SETD is a part of the new Oregon Electric Highway along the north Oregon Coast and the plan will develop ways to leverage and build upon this opportunity.

2. Proposed Project is Timely and Urgent

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues;
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements, or regional plans;
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans including growth, changes in land use patterns, or changes in available funding;
- build on, complement, or take a necessary step toward completing other high priority community initiatives; or
- resolve transportation- or land use-related issues affecting the project readiness of local, regional, or state transportation projects for which funding is expected to be obligated within the near future.

Up to 25 points: To explain why it is important to do the project at this time, describe what the project will accomplish and how it relates to other initiatives. Projects that match well with the TGM grant timeline will receive more points. Projects or project elements that are not clearly timely or urgent will receive fewer points.

The timing of this grant request could not come at a more opportune time. The reasons are many. First and foremost, SETD's original Comprehensive Transportation Plan was a ten-year plan that was created by a professional consulting firm and adopted in June 2001. It has now been twelve years since that time and the development conditions have greatly changed in the county. Additionally, at the federal, state and local levels of public transportation, the funding targets and scope have also changed significantly. Therefore, SETD can no longer rely on the old plan and needs to develop a new one that is more relevant to current and future conditions. Also in regards to the old plan, the current TSP update for the City of Astoria cites SETD's old plan as a source for in depth information for the citing of bus stop and facilities locations. The old plan is almost irrelevant for this information as the city has gone through many changes since 2001. This needs to be updated in the new plan. Additionally, Clatsop County is soon beginning their own TSP update and a new SETD plan will be able to be incorporated into that process.

Secondly, SETD was awarded a new grant to develop a Transportation Options program for the counties of Clatsop, Columbia and Tillamook. This region is one of the last remaining dead-zones for ODOT's Drive Less Connect online car-sharing program. SETD will become the administrator for the region and also will promote other transportation option, such as walking, biking, as well. The work of the planning team to support SETD's internal efforts to build out the program will help make the new program more successful by providing additional knowledge and insight from other areas.

Lastly, over the past two years, SETD has gone through significant changes after a fiscal crisis in the spring of 2011 that caused the ouster of the previous Executive Director. Current management has focused on stabilizing the District's finances and returning service after service levels were cut by 80%. SETD's finances are now stabilized and service levels have returned to about 72% of previous levels. Now is the time for the District to emerge from the crisis of the past and build upon the solid foundation that has been established. The majority of the Board is made up of new members as of July 2013, and they are eager to explore new opportunities for the District. Having this planning process occur just as they are coming on board will allow us to tap into their current enthusiasm.

3. **Proposed Project Approach is Reasonable**

The application demonstrates a clear approach to achieving the expected outcome and results in consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts occurs (or will need to occur), the mechanisms and responsibilities for the coordination are clear.

Up to 15 points: Describe the major project tasks and expected timeline. Consider data and analysis needs and elements of a public involvement process. If a consultant will be used, what are the likely roles of consultant and staff? How will coordination with other initiatives be handled? If TGM funds are proposed to leverage another outside source of funding for the project, identify discrete tasks that TGM will fund that will be completed within the TGM timetable. Project approaches will receive more points if they clearly address the project need, are achievable considering scope, objectives, and benefits of the project, and are at a level of detail appropriate to the community.

- Task #1: Establish comprehensive inventory of all transportation options provided in Clatsop County, including:
 - Fixed routes
 - ADA Paratransit
 - Medical transportation
 - Private carrier
 - Services provided by social service agencies
 - Veterans transportation
 - Ride sharing
 - Astoria Trolley
- Task #2: Examine established plans, goals and policies for potential revision and updating
 - SETD Comprehensive Transportation Plan, 2001
 - SETD Strategic Prioritization Plan, 2012
 - SETD Coordinated Human Services Transportation Plan, 2013
 - NWRC's Coordinated Care Organization Contract, 2013

- Local jurisdictions' Transportation System Plans
 - Others as identified
- Task #3: Establish expected outcomes and benchmarks that are measurable to the goals and policies that have been established.
 - Develop benchmarks and measuring tools to evaluate individual strategies to be included in the plan to achieve expected outcomes.
 - Measure progress throughout the process at the key benchmarks
 - Adjust process based on benchmark results.
- Task #4: Envision future service opportunities
 - Assess future ridership potential for both local and visitor populations
 - Identify future service recommendations for SETD within the District
 - Identify opportunities for the Mobility Management program
 - Identify opportunities for the Transportation Options program
 - Examine potential for further integration of the Oregon Electric Highway to promote carbon emissions reductions.
 - Explore advertising opportunities for SETD
- Task #5: Examine future land use development and its impact on future transportation needs
 - Analyze development trends for the region and identify future growth opportunities for transit
 - Develop mechanism for SETD input into land use decision-making by local jurisdictions that may have an impact on local transportation.
- Task #6: Coordinate the local needs with the regional needs of the Connector Alliance
 - Assess and examine the state of the Connector Alliance program and its relation to SETD
 - Provide recommendations for furthering the Alliance's major goals via SETD's involvement; including fare integration, joint advertising, joint marketing, coordinated connections, etc.
- Task #7: Examine the nature of the evolving relationship between SETD and the NWRC
 - Review the current contractual relationship with the Columbia Pacific CCO
 - Examine impact on administrative budgets
 - Provide recommendations for continuing the relationship between the two entities
- Task #8: Engage the public
 - Identify opportunities to engage the public with information regarding development of the comprehensive transportation plan so that they can be informed and engaged.
 - Develop a list of venue and meeting times by which to inform the public of progress at key milestones and to receive input on draft recommendations
 - Engage SETD's Senior and Disabled Advisory Committee and the NWRC Advisory Board in discussions
 - Identify key social service and land use developer stakeholders to engage in the process
- Task #9: Develop SETD Comprehensive Transportation Plan Document
 - Develop a 10 to 20 year "vision" for the District
 - Develop a comprehensive analysis of current and future conditions in the region that affect or may affect SETD
 - Develop a set of recommendations based on those assessments
 - Use the internal and public planning process to identify and prioritize recommendations
 - Identify financial impacts of recommendations
 - Develop a plan and realistic framework for achieving the "vision"

To help us understand your project, provide an estimated budget breakdown for the major tasks. If a consultant will be used, separate the costs for local staff and consultant. ***This budget breakdown will not be scored.***

TASK	LOCAL COSTS	CONSULTANT COSTS
1. Establish comprehensive inventory	\$2000	\$3500
2. Examine established plans, goals and policies	\$1000	\$4000
3. Establish expected outcomes and benchmarks	\$2000	\$15000
4. Envision future service opportunities	\$3000	\$15000
5. Examine future land use development impacts	\$2000	\$12000
6. Coordinate with Connector Alliance	\$2500	\$10000
7. Examine SETD's relationship with the NWRC	\$2500	\$12000
8. Engage the public	\$3000	\$20000
9. Develop the Comprehensive Transportation Plan document	\$5000	\$40000
Sub Totals:	\$25,500	\$131,500
Combined Costs:		\$157,000
Less 12% Match		-\$18,840
Grant Amount Requested		\$138,160

4. Proposed Project has Community Support

The application demonstrates that there is local support for the project objectives, a commitment to participate, and a desire to implement the expected outcome.

Up to 5 points: Projects with written support from stakeholders including partner jurisdictions, community institutions, or businesses will receive more points. Letters of support should demonstrate a clear understanding of the project. A letter of support will score higher if it shows independent understanding of the project by the signer and is not identical in text to others that are submitted for a project.

SETD is supported in this grant application from all of the local city and county municipalities, as well as other impacted organizations. They understand that this new plan would benefit them all. Letters of support from these entities will follow this application.

Letters and resolutions of support may be submitted separately from the application through June 28, 2013. Those submitted after June 14, 2013 must be submitted electronically to the ODOT FTP TGM Applications folder.

SOURCE	ATTACHED	EXPECTED
1. Clatsop County	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. City of Astoria	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. City of Warrenton	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. City of Seaside	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. City of Cannon Beach	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. City of Gearhart	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Northwest Area Commission on Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Connector Alliance	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Other Social Service Agencies	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Sunset Empire Transportation District letter (Resolution to ratify expected)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

5. Proposed Project Sponsor Readiness and Capacity

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage the project considering the complexity of the project, the size of the jurisdiction, and performance on previous TGM projects. Where substantial coordination with other local, regional, and state planning efforts occurs (or will need to occur), all of the partners are ready and able to begin the project within the TGM timetable.

Up to 5 points: Projects with a clear description of the jurisdiction’s capabilities and experience relative to the complexity of the proposed project will receive more points. Projects that lack a clear description of how the projects will be managed will receive fewer points. Applicants must include a description of previous TGM projects (if any) and their outcome.

SETD is fully capable of managing and overseeing this transportation planning process, as well as being prepared to complete the process within the grant award timeline of 18 months from the IGA Notice to Proceed. Since SETD is the sole entity driving the planning process, there are no other jurisdictions that need to be ready to being the process.

The project manager for this grant project will be Jay Flint, SETD Executive Director. Jay has over ten 10 years of project/program management experience. He has developed a large scale recycling program for a major manufacturer from its inception to profitability; he has been a regional land use planner for CREST (a coastal council of governments) and thus has familiar knowledge of Clatsop County’s land use rules and regulations; he has developed a million dollar lending program for a non-profit lending institution; as well as turn around SETD from a struggling transit district to its current stability. While at SETD, he has managed a Board-Level Strategic Planning process, an update to the Coordinated Human Services Transportation Plan, as well as developed a Financial Allocation Plan. Through the years, he has managed millions of dollars of grants from writing to implementation to successful completion. In

addition, he is a licensed Oregon Attorney with a focus in business, government, and land use law. Supporting Jay will be key staff support from Mary Parker, Executive Assistant/Marketing Coordinator, John Layton, IS/Grants Specialist, and Elisabeth Pietila, Mobility Management Coordinator. All have experience participating in grant development and management with SETD and will collectively manage portions of the project under the direction of the Executive Director.

6. Proposed Project is Innovative

The application demonstrates that the project will be innovative in its subject matter, approach, or expected outcomes. For example, the project will use health impact assessments or economic impact analysis as part of the evaluation of transportation alternatives.

Up to 10 points: By the nature of this criterion, most projects will not receive any points. Projects may receive some points for innovative project elements. Projects with innovative subject matter will receive more points.

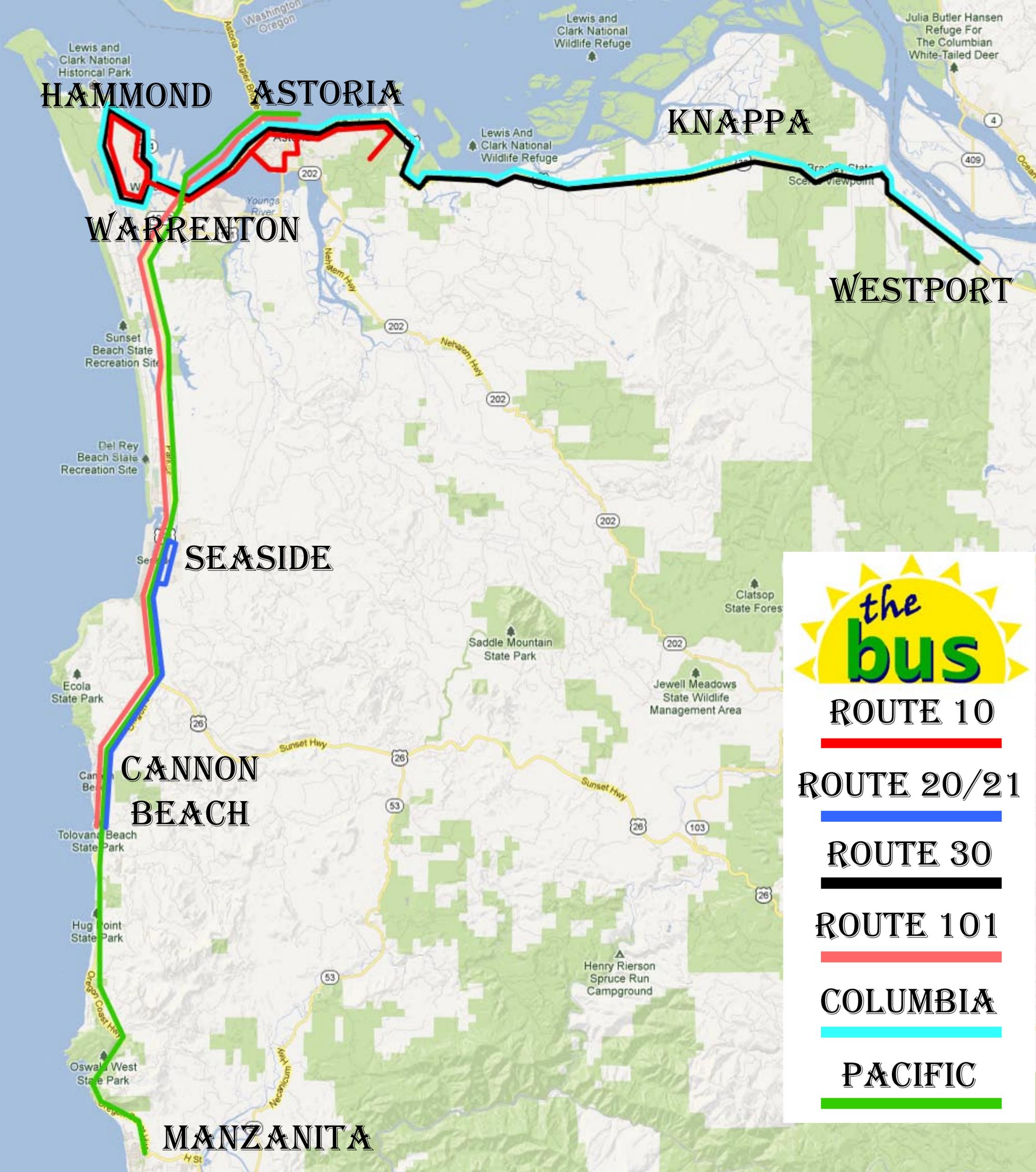
There are two very innovative elements of this project that are worth noting. One is that three years ago, SETD embarked on a collective project with four other adjoining transit agencies, now called the North by Northwest Connector. The other innovative element is the inclusion of the Northwest Ride Center Medicaid Brokerage under the direction and management of SETD.

Five rural county transit agencies in Clatsop, Columbia, Tillamook, Lincoln and Benton Counties received a three year \$3.5 million grant from the Federal Department of Energy to pilot a project to integrate service branding and marketing in such a way as to appear from the outside consumer as a seamless coordination service. This is the Connector Alliance, an independent ORS 190 entity. The project goals also included increasing service levels to a full seven days a week, increasing connections across service districts, developing an integrated fare structure and placing integrated bus stop signage in all districts. The project has a single website that markets the transit service in the whole region, www.nworegontransit.org, which links to each district's individual sites as well. The project also spun off an affiliated 501(c)(3) non-profit called the North by Northwest Foundation, whose sole purpose is to raise money for the Connector Alliance's projects and programs. The Connector has already won several regional and national awards for innovation including the National Association of Counties' 2013 Achievement Award, the Oregon Transit Association's 2012 Public Transportation System Innovation Award, and the WTS Portland's 2012 Project of the Year. We are reaching a milestone in this project because the DOE grant will end in August of 2013 and the project will begin to run under its own terms via the Connector Alliance. There is a strong desire by the participating agencies to continue this partnership into perpetuity, but it will require thoughtful planning and dedication to keep it going. In addition, other agencies, are interested in joining the alliance, including the tribes of the Grand Ronde and Siletz, as well as private carriers. The difficult and exciting part of the proposed planning process will be to coordinate the local needs of SETD's district constituents with the regional needs of the Connector Alliance. With over a million visitors coming to Clatsop County each year, it is critical to strike the right balance for providing quality transportation options between both residents and tourists alike, because in terms of the region's transportation infrastructure they are interrelated. A well developed Comprehensive Transportation Plan can do just that.

The second innovative portion of this grant will be the thoughtful and deliberate inclusion of the resources and capabilities that the Northwest Ride Center (NWRC) brings to SETD. The

NWRC is experiencing unprecedented changes to its operational structure since its inception 11 years ago. This is because non-emergent medical transportation is set to roll into the global budgets of the State's new Coordinated Care Organizations in October 2013. At that point, the NWRC will no longer be directly tied to the State and will have the uncertain future of an independent medical services provider. This means that some significant thought and planning needs to go into how best to operate the NWRC under the SETD umbrella, taking into account the future fiscal and operation risks to the District as a whole. This will be new territory for a transit district and one that is ripe for being tackled by the proposed Comprehensive Transportation Plan.

Thank you for consideration of Sunset Empire Transportation District's TGM Grant application.



HAMMOND

ASTORIA

KNAPPA

WARRENTON

WESTPORT

SEASIDE

**CANNON
BEACH**

MANZANITA



ROUTE 10

ROUTE 20/21

ROUTE 30

ROUTE 101

COLUMBIA

PACIFIC
