

Oregon Department of Transportation  
Rail and Public Transit  
**STIF Discretionary and Statewide Transit Network**  
2/1/2019 deadline

## Hood River Country Transportation District Columbia Gorge Transit Service Optimization

Jump to: [Application Questions](#) [Budget and Project Tables](#) [Document Upload](#)

Submitted: 2/1/2019 7:11:36 PM (Pacific)

**Project Contact**  
Patty Fink  
[patty.fink@catransit.org](mailto:patty.fink@catransit.org)  
Tel: 5037931256

**Additional Contacts**  
*none entered*

### Hood River Country Transportation District

224 Wasco Loop  
Hood River, OR 97031

**Executive Director**  
Patricia Fink  
[patty.fink@catransit.org](mailto:patty.fink@catransit.org)

Telephone 5413864202  
Fax 5413861228  
Web [catransit.org](http://catransit.org)  
EIN 93.1112033

### Application Questions [top](#)

#### Provider Information

##### 1. Transit Agency Type

- City
- County
- Mass Transit District
- Transportation District
- Special District
- Intergovernmental Entity
- Municipal/Public Corporation or other political subdivision
- Indian Tribe
- Non-Profit
- Private For-Profit

##### 2. What is the main type of service that will be supported by this grant?

- Fixed Route
- Demand Response
- Deviated Fixed Route

#### Risk Assessment Information

This risk assessment section contains a subset of the entire risk assessment. The entire risk assessment will be populated with the answers you provide in this section and data already reported to RPTD. Please contact [Andrew.S.Keefe@odot.state.or.us](mailto:Andrew.S.Keefe@odot.state.or.us) for assistance.

##### 3. Did your agency have any turnover of management or financial staff in the last 2 years?

- Yes
- No

##### 4. Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?

- Yes
- No

##### 5. What type of accounting system does your agency use?

- Manual
- Automated
- Combined

##### 6. Does your agency have a system in place that will account for 100% of each employee's time?

- Yes
- No

##### 7. Did your staff members attend required training and meetings during prior grant awards?

- Yes
- No

##### 8. Was your agency audited by the Federal government in the past 2 years?

- Yes
- No

##### 9. If yes, did the audit result in one or more audit findings?

- Yes
- No
- N/A

##### 10. Did your agency stay on budget in the past two years?

- Yes
- No

#### Applicant Qualifications

11. Describe how your agency has legal, managerial and operational capacity to perform and report on project progress within the scope, schedule and budget. (Operational capacity

specifically for workload of projects in this application.)

Enter response in text box or upload your response on the Document Upload tab of the application and write "See Upload."

Currently the District is fully staffed with transit professionals. The Executive Director has over 25 years and Operations Manager over 15 years of experience in the transit field. The district has hired an outside accounting firm to ensure our books meet State and Federal grant accounting requirements. Finally, we have an extensive training program for our Drivers & Dispatch so that we are meeting all FTA requirements.

#### 12. Capacity to Maintain Compliance

- By checking this box, the applicant certifies that if they are awarded funding they are able to meet or will have the capacity to maintain compliance with applicable federal, state and local laws and regulations including, and not limited to, those pertaining to passenger transportation, civil rights, labor, insurance, safety and health.

#### 13. Does the applicant plan to use a Sub-Recipient or contractor to implement the grant supported activity?

- Yes  
 No

#### 14. If Yes, please list the Sub-Recipient(s) and describe how the applicant will provide sufficient Sub-Recipient/contractor oversight to ensure eligibility is maintained while receiving STIF Discretionary or Statewide Transit Network moneys.

If Yes, enter response in text box or upload response on the Document Upload tab and write "See Upload." If No, write N/A.

N/A

### Project Information

Try to answer all questions, even if your project does not fit neatly within a category. No answer means a zero score.

#### 15. Describe the project to be funded.

See application instructions for required content. Enter response in text box or upload response as an attachment in the Document Upload tab and write "See Upload."

The Columbia Gorge Transit Service Optimization project would:

1. Maintain intercity transit service between Hood River and the Dalles, and
2. Optimize intercity transit service between Portland and Hood River by enabling Columbia Area Transit (CAT) to continue to provide commuter-oriented service and, beginning in October 2019, assume most service currently provided by ODOT's Columbia Gorge Express.

This project will create efficiencies and coordination of resources, resulting in a lower cost per service hour while increasing the level of service provided. Additionally, having one entity providing intercity service between Portland and The Dalles will limit confusion on the part of users. It will serve to benefit the entire bi-state Columbia Gorge region by providing more connections to multiple regional providers, expanding transportation options for Gorge communities.

Note that CAT local service would increase on weekends in order for CAT to maintain the current Columbia Gorge Express weekend schedule, though this is not included as match in the proposal. The increased service on weekends would launch before October 2019 because CAT would need to add administrative capacity in order to operate the Columbia Gorge Express on weekends. In order to run the weekend service, which CAT currently does not provide, CAT would need to add two positions (supervisor & dispatch) and would also assume those increases in administrative support and office costs necessary to grow enough capacity to address the weekend Columbia Gorge Express service and the local transit services associated with this proposal.

In addition to the operating costs of this project, we will also purchase two used coaches which would be available for this service and would also serve HWY 35 service when it is implemented.

#### 16. What Local Plans include this project and elements of the project?

See guidance for exemptions to this requirement.

Columbia River Gorge Transit Study 2016

<https://www.oregon.gov/ODOT/Projects/Project%20Documents/Gorge-Transit-Study-Final-Report.pdf>

Columbia Gorge Express Near-Term Service Plan 2018

<https://www.oregon.gov/ODOT/Projects/Project%20Documents/Gorge-Transit-Near-Term-Service-Plan.pdf>

HRCTD Transit Master Plan (Completed in 2017)

<http://catransit.org/data/documents/TMP-Final.pdf>

#### 17. What is the minimum award amount that will still allow your project to proceed?

Enter an amount in dollars.

\$2,035,024 for all components of the project to proceed. \$632,000 for Hood River - The Dalles, Portland - Hood River commuter service, and vehicle purchase. \$632,000 would not enable CAT to operate CGE service and realize efficiencies with doing so.

#### 18. Select the fund source(s) that you think best aligns with your application.

Check all that apply

- STIF Discretionary  
 STIF Intercommunity Discretionary  
 FTA Section 5311 (f) Intercity Discretionary

### Equity and Public Transportation Service to Low Income Households

(Score weights: Discretionary = 20%, STN = 10%)

#### 19. Describe how the project supports and improves access for vulnerable populations.

This proposal increases the amount of transit service in the corridor - increasing transfers to local services and providing new access throughout Hood River & Wasco County. This new access offers low-cost mobility to many low-income, seniors, persons with disabilities and minority populations throughout the corridor - including communities like Cascade Locks and Odell which have over 40% of households living below 200% of the federal poverty level; the Dalles which has 20% of its population over the age of 60; and Odell and Parkdale which have over 60% of the population identifying as Latino.

Many areas within these rural counties of the Mid-Columbia region lack vital services and a large portion of residents must travel outside of their county for employment, higher education, medical services or social services.

From On the Map:

12% of people employed in The Dalles live in Portland (6.1%), HR (4.5%), or Gresham (1.2%).

6% of people who live in The Dalles work in Portland (2.2%) or Hood River (3.4%).

12% of people employed in Hood River live in Portland (4.4%) or The Dalles (7.4%) or Gresham (1%).

10% of people who live in Hood River work in The Dalles (5.9%); Portland (3.6%); or Cascade Locks (1.3%).

Additionally, one of the core goals of the Columbia Gorge Express is to improve access to recreation opportunities for those with limited transportation options. An on-board survey conducted in summer 2018 found that 16% of riders had incomes of less than \$25,000 per year. Half of riders boarding in Portland, Cascade Locks, and Hood River did not have another transportation option besides the bus.

Regional indicators show that as of 2016, 17% of the population of the Mid-Columbia Gorge are 65 and older. This number is predicted to grow significantly by 2022. The region is also home to a growing Latinx population, composing 18% or more of the region's total and in some communities exceeding 1/3 of school-age children. The region's poverty rate is at 14.5%.

Transportation has been recognized regionally as a social determinant of health. From the Columbia Gorge Health Council's 2016 Community Health Assessment:

•12% of the population indicate they go without Transportation when really needed due to financial hardship.

•Transportation is 2nd most common basic need residents lacked (behind food).

•Lack of transportation cited as barrier in this regional survey:

Wasco County-- 49%

Hood River County-- 38%

Sherman County-- 60%

### Coordination of Public Transportation Services

(Score weights: Discretionary = 10%, STN = 30%)

#### 20. Describe how the project is a collaboration of multiple agencies or involves consolidation, coordination, or resource sharing between agencies.

The Columbia Gorge Express is a collaboration between many local, state, federal, and nonprofit agencies including the US Forest Service, Western Federal Lands Highway Division, Oregon State Parks, Travel Oregon, Friends of the Columbia Gorge, the Columbia Gorge Tourism Alliance, TriMet, Multnomah County Sheriff's Office, and the Mid-Columbia Economic Development District. These partners have provided recommendations to steer operations, identify resource needs, resolve intra- and inter-agency conflicts, and encourage the successful implementation and continuance of the service. CAT will continue to collaborate with these partners as well as ODOT on this expanded project.

CAT has collaborated extensively with ODOT on this proposal to assume most of the services provided by the Columbia Gorge Express. CAT anticipates a significant investment in continued collaboration with ODOT for this project.

CAT coordinates its intercity services from Hood River to The Dalles with MCEED's The Link, the Wasco County provider. CAT is working coordinate services with The Link to provide seamless regional connectivity. CAT will work with the Link to ensure the success of its new fixed route service to be launched in April 2019.

CAT also coordinates the Portland to The Dalles service with Mt Adams Transportation Service (MATS), which provides bi-state and multi-community connectivity.

CAT also coordinated with MATS, ODOT, and MCEED to develop an annual employee pass program that has been purchased by one of the region's largest employers for all 1000 of their employees. This pass program includes all local CAT and MATS services, the Gorge Commuter Express from Portland to Hood River, and the Columbia Gorge Express. CAT and MATS also share a common mobile ticketing platform which allows for multi-provider and group passes.

Additionally, CAT is collaborating with ODOT's Columbia Gorge Express, Mt. Adams Transportation Service from Klickitat County, and Grey Line of Portland (private service) to design and develop a transit transfer hub at the Port of Hood River to accommodate multiple transit providers and to accommodate the larger coach buses needed for the Portland to The Dalles service. CAT will continue to collaborate with these providers and with The Link in Wasco County in order to coordinate the expansion of services and to provide bi-state and regional connectivity.

### Statewide Transit Network

(Score weights: Discretionary = 10%, STN = 30%)

#### 21. Describe how the project supports and improves the utility of the statewide transit network, improves the passenger experience, benefits multiple transit providers, and/or creates a foundation for future statewide transit network improvements.

This project will provide connections to multiple transportation services, including the Link in Wasco County, Mt. Adams Transportation Service from Klickitat County, Sherman County's Community Transit. It also provides critical connectivity to TriMet. The frequency of service that will connect with TriMet's bus and light rail networks fills an important regional transit gap and provides connectivity to the statewide network and to other modal hubs like the Amtrak station in Portland and to the Portland International Airport.

Previously the I-84 corridor had no frequent transit service, but multiple large employers and economic development agencies within the Columbia Gorge now view it as critical to maintain and recruit employees, to the visitor economy, and to the quality of life of residents. OneGorge is a regional economic development organization with members including cities, counties, ports, businesses, and others of public and private sector. OneGorge 2019 #1 Legislative priority this year is Transportation and Public Transit, in large part because most of its members recognize the significant need for transit along the I-84 corridor and in the region and are strongly supportive of the services that this project is proposing. Lead staff for OneGorge is from the Port of Hood River and provided a Letter of Support for this project.

A robust transit system along I-84 provides the following access for residents, employees, and businesses in the Gorge:

- Daily trips to work for all types of workers, throughout the Gorge during both peak commute hours and off-peak hours.
- Long-distance trips, such as from The Dalles to Portland and beyond
- Trips to and from the Portland International Airport
- Weekend or longer trips for leisure, social visits, shopping, entertainment, sporting, and cultural events
- Trips to larger medical facilities or specialists not available in a small town setting
- Access to higher education at the local community college campuses or educational opportunities in Portland
- Recreational based, car-free tourism – with the ability to offer direct access to hiking, biking, water sports – as well as dining, shopping, and wine tasting.

It also works towards fulfilling the Vision Around the Mountain: convenient, coordinated transit service on all sides of Mount Hood.

### Funding and Strategic Investment

(Score weights: Discretionary = 20%, STN = 10%)

#### 22. Describe how project match requirements will be met or exceeded. If this project will last beyond the 19-21 biennium, describe the plan for ongoing funding including match.

*Describe why investment in this project makes sense both from the perspective of current need and long term Oregon transit needs.*

The proposal is unique in that it cobbles together match funds from employers and CAT to provide a higher level of service to better meet tourism, recreational, employer, resident and business needs throughout the Gorge. (Match letters and letters of support attached). Our goal is to decrease the need for on-going ODOT funding - by identifying other resources over this two year period to fill the gaps. The high tourism and recreational use in the Gorge, as well high cost of medical trips from Gorge to Portland and the potential to leverage new parking fees make identifying new revenue sources a real option. The Federal Lands Access Program is also a potential source of future funding, with the next round of applications due in early 2020.

#### 23. Does this project depend on other funding sources including other discretionary grant processes whose outcomes are uncertain?

*If yes, identify the fund source and anticipated timing of funding certainty. If no, write N/A.*

N/A

### Environmental and Public Health

(Score weights: Discretionary = 15%, STN = 10%)

#### 24. Describe how the project reduces greenhouse gas emissions, reduces pollution, and/or supports positive health outcomes.

Transit services are available throughout the day, allowing more noncommuter trips and freeing people from planning their trips around transit schedules. Buses reliably arrive and depart at the same time on a predictable, frequent and regular schedule. Transfers occur at strategic locations allowing people to seamlessly continue their trip to a variety of destinations. This consistency and access not only increases ridership but offers new options for those who live or visit the Gorge. This reduces the number of vehicles on the road, mitigating congestion, greenhouse gas emissions and reducing air pollution in the Gorge's fragile eco-system. It also supports already high walking and biking levels within the Gorge communities of Hood River, Cascade Locks and the Dalles - and provides Portland residents with an easy, inexpensive way to access hiking, climbing and other recreational activities in the Gorge - all of which allow people to stay active and healthy no matter their age, access to a vehicle, or economic status.

### Safety, Security, and Community Livability

(Score weights: Discretionary = 25%, STN = 10%)

#### 25. Describe how the project increases use and participation in active transportation, including public transportation.

With higher levels of service in the Corridor - and strong connections to local communities, Transit can be seen as a real asset for the livability in Gorge communities. Seniors who can't or don't want to drive anymore a new sense of freedom and independence. They are able to age in place and still have easy access to medical appointments and shopping and are able to maintain important social connections. Transit options also allow families to spend a lot less of their income on the expense of owning private vehicles so that they have more money to spend on necessities such as food, housing, medical, or education. People who work in the Gorge can live in the Gorge because their ability to access affordable housing options in a variety of communities along the corridor is increased.

Frequent and reliable transit service in the I-84 can become a key selling point for high tech industries and other cutting-edge businesses to locate or expand their footprint in the gorge. This coupled with direct connections to a large and eligible workforce, improved access to affordable residential growth opportunities and outdoor recreational activities will further help the Gorge become one of the fastest growing regions in the Oregon.

#### 26. Describe how the project supports and improves safety of passengers in transit vehicles and safety of other roadway users.

A major impetus for the launch of the Columbia Gorge Express was growing congestion and traffic safety issues in the Gorge. As population and visitation in the Portland Metro region continues to explode, I-84 and the Historic Columbia River Highway have seen unprecedented traffic volumes. These issues have been compounded by the impacts of the 2017 Eagle Creek Fire. Providing convenient, accessible transit service gives residents and visitors an alternative to adding more personal vehicles to congested roadways.

In addition to this, weather conditions in the Columbia Gorge can be extremely hazardous, especially during the winter. For those who must travel through the Gorge for work or to meet other needs, public transit - with vehicles equipped and drivers trained to operate in such conditions - provides a safer option than driving themselves.

### Capital Assets

Capital assets are items that cost at least \$5,000 and have a useful life of at least 3 years.

#### 27. Describe proposed capital purchases. Enter asset details in the Budget and Project Tables tab.

*For capital construction projects, additional documentation will be required in the Document Upload tab. See guidance for more information. If no capital assets are included in your application, write N/A.*

The Columbia Gorge Transit Service Optimization project would require the purchase of 2 additional vehicles. CAT will purchase two used 55 passenger MCI motorcoaches with 2 ADA slots. If the ADA slots are occupied, passenger seats available are reduced by 4. These buses would have new engines and transmissions, redone inside and out. The condition of both will be like new with warranties. The interiors will be reconditioned like new. The undercarriage and exterior will also be reconditioned like new. Fuel type is diesel.

### Project Category and Fund Source

Project Category	Project Cost	Other Fund Source (Federal)	Other Fund Source (State)	Other Fund Source (Local)	Other Fund Source (Other)	Project Category Totals
Vehicle Purchase - Expansion	\$ 432,000	\$	\$ 48,000	\$	\$	\$ 480,000
Vehicle Purchase - Replacement or Right-Sizing	\$	\$	\$	\$	\$	\$ 0
Equipment Purchase	\$	\$	\$	\$	\$	\$ 0
Facility Purchase	\$	\$	\$	\$	\$	\$ 0
Signs/Shelters Purchase	\$	\$	\$	\$	\$	\$ 0
Planning	\$	\$	\$	\$	\$	\$ 0
Project Administration	\$	\$	\$	\$	\$	\$ 0
Operating	\$ 1,155,024	\$	\$	\$ 400,000	\$	\$ 1,555,024
Preventive Maintenance	\$	\$	\$	\$	\$	\$ 0
Mobility Management	\$	\$	\$	\$	\$	\$ 0
<b>Total</b>	<b>\$ 1,587,024</b>	<b>\$ 0</b>	<b>\$ 48,000</b>	<b>\$ 400,000</b>	<b>\$ 0</b>	<b>\$2,035,024</b>

### Project Totals and Match Rate

Fund Source	Total Project Amount (Grant Amount + Match Amount)	Match Rate	Grant Amount	Match Amount	Match Sources	Overmatch Amount (If Any)	Match Funding is available if project is awarded?	Date match available	% of Funds used for Demand Response Transportation	% of Funds used for Fixed Route Transportation
STIF Discretionary - All Project Categories (20% Match)	\$ 2,035,024	20 %	\$ 1,628,019	\$ 407,005	Local tax, STIF, Fare Text	\$ 40,000	Yes Yes/No	10/01/2019 xx/xx/xxxx	%	100 %
STIF Discretionary - All Project Categories, Qualified Projects (10% Match)	\$ 2,035,024	10 %	\$ 1,831,522	\$ 203,502	Local STIF Text	\$ 244,498	Yes Yes/No	10/01/2019 xx/xx/xxxx	%	100 %
STIF Intercommunity Discretionary - All Project Categories (20% Match)	\$ 2,035,024	20 %	\$ 1,628,019	\$ 407,005	Local tax,EmpFare Text	\$ 40,000	Yes Yes/No	10/01/2019 xx/xx/xxxx	%	100 %
STIF Intercommunity Discretionary - All Project Categories, Qualified Projects (10% Match)	\$ 2,035,024	10 %	\$ 1,831,522	\$ 203,502	Local STIF Text	\$ 244,498	Yes Yes/No	xx/xx/xxxx	%	100 %
5311 (f) Intercity - Operating (50% Match)	\$ 1,555,024	26 %	\$ 1,150,718	\$ 404,306	Local tax, EmpFare Text	\$ 0	Not fully Yes/No	10/1/2019 xx/xx/xxxx	%	100 %
5311 (f) Intercity - Capital, Planning, Project Administration, Preventive Maintenance, Mobility Management (20% Match)	\$ 480,000	20 %	\$ 384,000	\$ 96,000	Local STIF Text	\$ 0	Not fully Yes/No	10/01/2019 xx/xx/xxxx	%	100 %

### Vehicle Purchase

Vehicle Purchase	Vehicle Purchase Type	VIN of vehicle being replaced	Make	Model	Vehicle Category	Quantity	Unit Cost	Total Cost	Seats	ADA Stations	Seats w/ADA Stations Deployed	Fuel Type	Estimated Order Date	Estimated Delivery Date	Mileage	Date of Reading	Seller	Vehicle Condition
Vehicle Purchase 1	Expansion/Replacement	Used Only answer if replacing vehicle	MCI Text	D4500 Text	Motorcoach Select Letter (A-E)	2 #	\$ 240,000	\$ 480,000	55 #	2 #	51 #	D G/D/BD/E/HG/CNG/OF	10/1/2019 xx/xx/xxxx	5/30/2020 xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Like New Only answer if purchasing used vehicle
Vehicle Purchase 2	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 3	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 4	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 5	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 6	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 7	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 8	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 9	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 10	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle

### Vehicle Replacement Information

Vehicles to Be Replaced	Year	Make	Model	Vehicle Category	VIN	Seats	ADA Stations	Seats with ADA Stations Deployed	Fuel Type	Vehicle Mileage	Disposal Type	Vehicle Condition	Vehicle Maintenance History
Vehicle Replaced 1	xxxx	Text	Text	Select Letter (A-E) digits	17	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 2	xxxx	Text	Text	Select Letter (A-E) digits	17	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 3	xxxx	Text	Text	Select Letter (A-E) digits	17	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 4	xxxx	Text	Text	Select Letter (A-E) digits	17	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 5	xxxx	Text	Text	Select Letter (A-E) digits	17	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 6	xxxx	Text	Text	Select Letter (A-E) digits	17	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 7	xxxx	Text	Text	Select Letter (A-E) digits	17	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 8	xxxx	Text	Text	Select Letter (A-E) digits	17	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 9	xxxx	Text	Text	Select Letter (A-E) digits	17	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 10	xxxx	Text	Text	Select Letter (A-E) digits	17	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.

### Equipment, Bus Stop Amenities, and Other Assets

Equipment, Signs, Shelters, Facilities, Land	Item Description	Model Number	Quantity	Estimated Unit Cost	Total Cost	Expected Order Date	Expected Delivery Date	Expected Delivery Location	Lot Size	Square Footage	If breaking ground, have you filled out DCE?
Row 1	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable
Row 2	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable
Row 3	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable
Row 4	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable
Row 5	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable
Row 6	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable
Row 7	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable
Row 8	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable
Row 9	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable
Row 10	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				☐ If Applicable

Document Upload [top](#)

#### Documents Requested \*

- Document 1
- Document 2
- Document 3
- Document 4
- Document 5
- Document 6
- Document 7
- Document 8
- Document 9
- Document 10

Required?

#### Attached Documents \*

[Letters of Support](#)

\* ZoomGrants™ is not responsible for the content of uploaded documents.

Application ID: 133687

Become a fan of ZoomGrants™ on Facebook  
 Problems? Contact us at [questions@zoomgrants.com](mailto:questions@zoomgrants.com)

©2002-2019 GrantAnalyst.com. All rights reserved.

\*ZoomGrants™ and the ZoomGrants logo are trademarks of GrantAnalyst.com, LLC.

[Logout](#) | [Browser](#)