

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

Clackamas County Social Services Regional Integrated Fare Collection System Analysis

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Project Contact
Teresa Christopherson
teresachr@clackamas.us
Tel: 5036505718

Additional Contacts
tstrader@sctd.org, Wehlingj@canbyoregon.gov,
brashear@ridesmart.com, ahowell@ci.sandy.or.us

Clackamas County Social Services

2051 Kaen Rd
PO Box 2950
Oregon City, OR 97045

Telephone 5036505718
Fax 5036558889
Web www.clackamas.us
EIN 93-6002286

Director
Brenda Durbin
brendadur@clackamas.us

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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 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."

Clackamas County is highly experienced in contract administration and possesses more than adequate infrastructure to ensure compliance. Social Services Division staff are provided support by Procurement, County Counsel and Finance to ensure compliance with all required rules and regulations associated with a broad variety of funding sources. Other county departments involved in contract support include Human Resources and Risk Management. The county completes an annual audit, including an audit of federal awards, and recently was recognized with The Certificate of Achievement of Excellence in Financial Reporting by the Government Finance Officers Association. Audited financial statements can be found at the following website: <https://clackamas.us/finance/financearchive.html>

Internal controls are maintained through clear policy and procedures requiring multiple levels of review, including program manager review for eligibility of expenses. Peoplesoft is the accounting system of record and allows for regular financial review, including budget to actual. Social Services Division conducts monthly and quarterly meetings with managers and fiscal staff to monitor spending and reporting. We have an administrative staff of contracts and budget specialists to assist with program oversight.

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.

This project will be contracted out to a consultant. The consultant will be selected through a competitive RFP process that complies with all federal, state and local procurement rules. Clackamas County has extensive experience overseeing the work of contractors and sub-recipients. Oversight is maintained through a carefully crafted work plan that includes specific deliverables such as billing, compliance with project timeline, and objectives. The Social Services Division, which will be managing this contract, currently maintains over 40 contracts with more than 80 federal, state and local funding sources.

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."

Transportation providers in Clackamas County (Partners) have a need to further investigate the feasibility of implementing an integrated regional fare collection system. This system will simplify the riding experience for customers travelling between multiple transportation providers and facilitate interoperability. Lastly, this system will gain travel trend information for reporting and planning purposes. Partners for this project include Canby Area Transit (CAT), Clackamas County (Mt Hood Express), Sandy Area Metro Transit (SAM), South Metro Area Regional Transit (SMART), and the South Clackamas Transportation District (SCTD).

Partners are interested in an electronic fare system that:

- Provides customers with a way to pay their fare that is simple, convenient, and easy to use (e.g. accepts many different types of fare media and payment methods; enables riders to use a payment device they may already carry with them).
- Promotes mode interoperability by facilitating seamless transfers between providers, allowing customers to use a common fare payment media to ride different services.
- Promotes equitable access to and utilization of regional and state transportation network
- Promotes reductions of single occupancy vehicle passenger trips
- Facilitates reduction in greenhouse gas emissions
- Promotes rural and small urban community livability
- Improves coordination among public transportation providers
- Allows purchase of fare at many convenient locations (farebox, retail locations, online, mobile app).
- Provides a method for agencies to easily implement fare reciprocity and revenue sharing policies.
- Uses a platform that is flexible and scalable, allowing the system to easily be expanded to other transit providers outside of Clackamas County, as well as the potential to add other transportation services such as bikeshare or parking payment.
- Provides accurate ridership data, separated by fare category/passenger type, allowing easy and accurate reporting for National Transit Database purposes.
- Is easily accessible to low-income populations.
- Provides other value-added benefits for customers, such as the ability to protect against lost or stolen fares.
- Offers the potential to solve other transit challenges, such as scheduling/dispatching for demand response services, or furthering mobility-as-a-service models that allow customers to quickly and easily plan/book/pay for a trip.

In 2016, ODOT hired a consultant to begin studying the feasibility of expanding a yet-to-be-launched electronic fare collection system for the Portland-Metro area known as Hop Fastpass. Different phases of the study and analyses were carried out during 2017 including peer review, gap analysis, and a project management plan for next steps in implementing a new fare collection system. This included strategic assessment, cost overview, funding procurement overview, program management, and implementation logistics.

Upon completion of the ODOT e-fare study, small transportation providers identified a need to pursue additional information to determine if small-scale transportation providers with limited resources found e-fare systems to be a valuable endeavor. This project will provide a basis for analyzing the feasibility and implementation of a coordinated electronic fare structure that will help to seamlessly connect customers throughout Clackamas County and beyond, following up on recommendations from the prior study.

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

See guidance for exemptions to this requirement.

The proposed joint project supports the OTP goals to address statewide transit network needs by expanding "uniform electronic passenger payment systems" and is identified as a priority project for STIF Discretionary Program opportunities.

The project also addresses strategies identified in the local Coordinated Human Services Transportation Plan for Seniors and Persons with Disabilities, to pursue innovative partnerships and collaboration (see Section 5-33, Actions to Promote Coordination and Innovative Collaboration among Service Providers and Action 34. Consider expanding eFare participation within the Tri-County region).

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

Enter an amount in dollars.

\$108,000

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.

Public transit provides access to work, school and other needed services for vulnerable populations, including low income households. The five systems included in this project provide access to fixed route public transit for 44,122 citizens of Clackamas County living within a half mile of a transit route. Of those, 4,633 have household incomes at or below the Federal poverty level and 12,398 have household incomes at 200% poverty. A recent study conducted in November, 2018, on the Mt Hood Express showed that 54% of riders did not have access to a vehicle and 53% reported household incomes of less than \$20,000 per year.

By simplifying the fare purchase and payment process, expanding payment options and locations, and providing seamless transfers across regional transit systems, using transit becomes more convenient, accessible, and easier to use for all riders, especially vulnerable populations.

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.

This project is a partnership between Canby Area Transit (CAT), Clackamas County (Mt Hood Express), Sandy Area Metro Transit (SAM), South Metro Area Regional Transit (SMART), and the South Clackamas Transportation District (SCTD). Partners will all be sharing equally in providing match for this project and will support the project through staff time and other resources as needed to achieve success. All partners recognize the importance of this project for facilitating interoperability of our systems, improving the customer experience and increasing coordination between providers.

The project will incorporate not just the five direct partners. It will engage other regional stakeholders, including Columbia Area Transit, TriMet, the City of Woodburn, the Columbia Express (ODOT) and other neighboring transit systems to ensure that the final recommendations take into account a broader regional or even statewide approach to fare collection.

In the long term, by including regional partners as part of the assessment, we hope to promote a coordinated approach to electronic fare systems and examine long term goals such as fare reciprocity. For example, Clackamas County, City of Sandy, ODOT, Western Federal Lands and Columbia Area Transit are currently partnering to conduct the "Vision around the Mountain" study which will look at transit services from the Columbia Gorge along Highways 35 and 26 to Sandy. As we work to achieve coordination of services, this study could inform fare collection options, including with partners not directly involved with the study such as Washington transit providers in the Gorge area.

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.

Clackamas County's current fare collection systems are reflective of the statewide transit network. There are a variety of fare collection systems, ranging from electronic fare collection to cash fare boxes. Some systems are able to sell passes and individual tickets online; some can only purchase fare media at local stores. Clackamas County transit providers would like to implement a regional approach to electronic fare collection.

This project will improve the passenger experience by providing a way to pay their fare that is simple, convenient, and easy to use. The electronic fare system will accept many different types of fare media and payment methods and enables riders to use a payment device they may already carry with them. Fare purchases will be convenient and readily available and will facilitate seamless connections between providers by allowing customers to use a common fare system.

The electronic fare system will initially be implemented by five providers in Clackamas County but will be evaluated for its impact on other regional connections, such as to TriMet, Columbia Area Transit, and Salem-Keizer. The platform will be flexible and scalable to easily allow for use by other regional providers and will include the potential for other future applications, including a fare reciprocity program or parking fee payment.

The project will provide a basis for future electronic fare expansion by other statewide providers and will promote a system extending beyond Clackamas County that will provide enhanced rider experience and cost benefits.

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 five partners for this project will equally share match requirement for this project. Each partner will be investing staff time and other resources into the project. While an amount of overmatch has not been calculated as part of this application, we anticipate that our partners will all substantially exceed their match obligations. The partners intend to proceed with implementation of a regional electronic fare system following completion of this study. This project represents an investment into a regional coordination strategy that will be essential for building our network of services and providing a seamless customer experience, in the short and long term.

We are calculating our match commitment at 10% for both the Discretionary STIF and the STN. For Discretionary, we believe this project meets the following criteria which allow us to request a lower match rate:

- The project will service or provide access from rural communities
- The project will provide statewide benefits to multiple Public Transportation Service Providers

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.

Between the five partners involved in this application, over 645,973 rides were provided during FY 17/18. Based on an average passenger capacity of 2.5 individuals riding in a privately owned vehicle, the use of public transit eliminated 258,389 automobile trips last year. 28% of greenhouse gas emissions are associated with transportation so this represents a significant reduction in emissions directly as a result of public transit. Transit vehicles also reduce automobile vehicle emissions by reducing congestion which results in idling and lengthier trips, increasing emissions.

In addition, transit buses are required to comply with strict emissions standards, reducing the environmental impact of the fleets. For example, SMART currently has two diesel-electric hybrids, seven CNG cutaways, and will soon receive two of three 35-foot battery electric Proterra E2 buses. Other transit providers are also working toward infrastructure improvements that will further reduce emissions in their communities.

The use of transit is one component of an active transportation system, including biking and walking. Transit use gets people out of cars and into their communities. Transit is important to address access issues for health services in low-income populations that have limited transportation resources. All five transit providers are essential links in their communities to accessing health care services. A system that provides a common fare payment experience across multiple providers makes taking transit a more attractive alternative for regional trips.

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.

The project will promote increased participation in active transportation systems by allowing for the integration of other transportation related services. By eliminating barriers to transit use, riders can integrate active transportation into their lives, including walking and biking, both of which promote health. The project will help to close gaps in regional transportation use by customers through a user friendly platform that addresses fare media barriers. Finally, the integrated fare collection system hopes to address the "last mile" dilemma over the long term. For example, a fare collection platform that not only allows for fare reciprocity but also incorporates payment for modes like bike share/bike parking, scooter rental, car share, or taxi service would address a significant gap in transportation services.

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

Expanding the options available for purchasing fares and improving accessibility (i.e., to include retail providers, online purchase, mobile payment options) reduces the likelihood riders would be stranded without transit fare. Public transit use reduces the number of automobile trips which reduces congestion and accidents. A recent APTA study (The Hidden Traffic Safety Solution: Public Transportation, 2016) showed that public transit passenger had a 90% reduction in their risk of being in a vehicular accident by riding public transit and community crash rates decline with increasing use of public transit. This project will encourage the use of public transit as a safe, viable option to automobile trips by increasing access to fare options.

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.
N/A

[Budget and Project Tables](#) [top](#)

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	\$	\$	\$	\$	\$	\$ 0

Vehicle Purchase - Replacement or Right-Sizing	\$	\$	\$	\$	\$	\$ 0
Equipment Purchase	\$	\$	\$	\$	\$	\$ 0
Facility Purchase	\$	\$	\$	\$	\$	\$ 0
Signs/Shelters Purchase	\$	\$	\$	\$	\$	\$ 0
Planning	\$ 120,000	\$	\$	\$ 12,000	\$	\$ 132,000
Project Administration	\$	\$	\$	\$	\$	\$ 0
Operating	\$	\$	\$	\$	\$	\$ 0
Preventive Maintenance	\$	\$	\$	\$	\$	\$ 0
Mobility Management	\$	\$	\$	\$	\$	\$ 0
Total	\$ 120,000	\$ 0	\$ 0	\$ 12,000	\$ 0	\$132,000

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)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %
STIF Discretionary - All Project Categories, Qualified Projects (10% Match)	\$ 120,000	10 %	\$ 108,000	\$ 12,000	Partner contributions Text	\$	Yes Yes/No	10/1/19 xx/xx/xxxx	%	100 %
STIF Intercommunity Discretionary - All Project Categories (20% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %
STIF Intercommunity Discretionary - All Project Categories, Qualified Projects (10% Match)	\$ 120,000	10 %	\$ 108,000	\$ 12,000	Partner contributions Text	\$	Yes Yes/No	10/1/19 xx/xx/xxxx	%	100 %
5311 (f) Intercity - Operating (50% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %
5311 (f) Intercity - Capital, Planning, Project Administration, Preventive Maintenance, Mobility Management (20% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	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	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 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	Item Location	Lot Size	Square Footage	If breaking ground, have you filled out DCE?
Row 1	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 2	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 3	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 4	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 5	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 6	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 7	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 8	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 9	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 10	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable

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Documents Requested *

Required?

Attached Documents *

Document 1		Clackamas County Map
Document 2		SCTD Letter of Support
Document 3		SMART Letter of Support
Document 4		SAM Letter of Support
Document 5		CAT Letter of Support
Document 6		
Document 7		
Document 8		
Document 9		
Document 10		

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Application ID: 134813

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