

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

Tri-County Metropolitan Transit District of Oregon
Friends of Frog Ferry Operations and Finance Plan

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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."

TriMet is a special purpose district created under Oregon State law and has full legal authority to develop and maintain transit projects and transit service within the tri-county district. Over the past 10 years, TriMet has successfully delivered on grants received from FTA including, but not limited to, Section 5307, 5337, 5339, 5310, 5316, 5317, 5309NS and ARRA grants. TriMet is the State of Oregon designated Qualified Entity for administration of STIF and STF formula funding and has successfully delivered on grants received from ODOT including, but not limited to, Connect Oregon V, Statewide Transportation Improvement Program (STIP), and Transportation Growth Management (TGM).

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.

Friends of Frog Ferry is the subrecipient of the funding award requested in this application.

TriMet will serve as the public transit entity and direct recipient of STIF Discretionary funds. TriMet will pass-through such funds to Friends of Frog Ferry as a subrecipient as they are responsible for carrying out the purpose of the award. Friends of Frog Ferry will provide TriMet with fiscal and programmatic information to complete reporting requirements as well as supporting reimbursement requests. As the direct recipient, TriMet will provide oversight to ensure that Friends of Frog Ferry are complying with all applicable state and local requirements.

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."

Funding will be used for the creation of an Operations and Finance Plan for Friends of Frog Ferry (FFF), which will outline capital costs for infrastructure as well as on-going operational costs, and be mapped to federal, state, local, and nonprofit funding sources. The projected cost for both reports is \$650,000. Please see the attached outline of the four feasibility studies as well as the detailed deliverables attached.

PHASE 3: 2020 Operations and Finance Plan: Micro Deliverable for this Funding Request Operations

- Land side access, parking, docks, public transit network interface
- Water side access, docks, permits, costs, gangways
- Boat specification: Cost, "machine for the mission," insurance, power and propulsion systems, fuel source,
- Crew: certifications, training, staffing, cost
- Cost to operate
- Ticket pricing
- Integrated ticketing with transit grid.

Financial Plan and Funding Structure

- Timing of investment by municipality
- Participants: Public and private
- Subsidy plan and lobbying effort/bond
- Solicitation/securing of funds
- Create board and advisory board

Federal and State Funding Entities Report

- Federal
- State
- Regional
- City
- Local

Private Sector Investment

- Initial investment
- Second investment
- Repayment plan

Project Macro Overview for Funding

2017: Exploratory: Research past start up attempts, maritime requirements, coalesce studies, built stakeholder support, proven viability of mission. Delivered Concept Plan--No public cost (A \$100,000 value)

2018: Coalition and Awareness Building: (Public Sector, Private Sector, Pro Bono Services): Route, vessel, built coalition of 450+ supporters and governance (board and Friends of Frog Ferry 501(c)(3). Delivered -No public cost (\$400,000 value)

2019: Conduct feasibility studies to inform Operational Plan: (demand modeling, landside infrastructure, triple bottom line impact, case studies), project management, set up entity. Total Cost (Solicited from public and private sector) \$650,000

2020: Create Operational and Financial Plan: Map to prospective income sources—federal, regional, state, local, fare box for capital costs, infrastructure development, and on-going operational costs. Total Cost (Solicited from public sector) \$650,000

2021: Go or No Go: Public Agency (PBOT-if based on Portland Streetcar model) issues RFP for Ferry Operators

2022: Summer Service Start

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

See guidance for exemptions to this requirement.

The project is included in Metro's Regional Transportation Plan Chapter 8, Section 8.2.3.16 (adopted December 2018), Vancouver's Regional Transportation Commission's Regional Transportation Plan (pending March 5, 2019 vote), and is included in Port of Vancouver Strategic Plan.

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

Enter an amount in dollars.
200,000

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.

In the FFF Triple Bottom Line Feasibility Study, which has been scoped and will be conducted in March-May 2019, the social impacts data will be collected regarding the proximity and impact to the demographic of vulnerable populations. Metro's RTP outlines in its transportation equity analysis, how transportation outcomes matter for five regional populations: people of color; people with low income; people with limited English proficiency, seniors, and youth. Congestion does not discriminate; from clean air solutions, to best practices for ticket prices, and service to dense urban areas. Friends of Frog Ferry will make ferry transit fair and equitable for everyone. Carbon emissions will decrease and air quality will improve in neighborhoods that are located near heavy traffic routes and have historically been home to people of color and marginalized communities. Subsidized fares and reduced ticket prices for low income commuters will also ensure ridership for people from all walks of life. In addition, Ferry stops will serve a broad cross-section of the Metro area, including neighborhoods that have been rezoned for more dense urban housing and need increased transit routes. Planned stops will be designed to correspond with existing bus and light rail transit stops whenever possible, and will service areas that have limited street or rail access (like areas of St. Johns and Cathedral Park). The Friends of Frog Ferry are dedicated to implementing hiring practices that emphasize diversity in staffing. Once ferry service has been approved, disenfranchised communities will have a variety of opportunities for employment, from boat making and maintenance, to piloting and crewing the boats.

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.

Passenger Ferry Service would be a new mode to the region and the state (outside of the Canby Ferry). There is little expertise locally in this area, so FFF brings public-private partnership to the table, and are organizing the public sector, private sector, maritime experts and professional services experts (PR, legal, social media, government affairs) together to collectively pool resources (financial and staffing) to move the initiative forward, operating with full transparency. Agencies, for which Friends of Frog Ferry have a staffed project manager assigned, include: ODOT, City of Portland (PBOT, BPS, Mayor's Office), Metro and TriMet. FFF also has the support of the Port of Portland and the Port of Vancouver, and has had preliminary conversations with C-Train.

Letters of support from around the region can be found here: <http://frogferry.com/support/letters-of-support/>

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.

Passenger ferry service on the Willamette and Columbia Rivers will serve a broad cross-section of the Metro area, including neighborhoods that have been rezoned for more dense urban housing and needed increased transit routes. Planned stops will be designed to correspond with existing bus and light rail transit stops. Ferry service will provide a clean, safe, and comfortable atmosphere with the capacity to transport bicycles. FFF's effort is focused on serving neighborhoods and locations where there is demand and where the stops are strategic and intersect with the regional transit network. FFF will follow the lead of transit partners in determining the locations of the stops.

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 project match will come from several sources: Zidell Foundation - \$10,000; Travel Oregon - \$10,000; City of Portland - \$100,000 (committed to funding feasibility studies FY 2018-19—full City of Portland request for \$250,000 is under review); City of Portland - \$350,000 for FY 2019/2020 (not yet approved); multiple private foundation requests, City of Vancouver, pending request for \$100,000. Bringing a new mode of transit is a long-term commitment. FFF is in the preliminary phase of research and feasibility studies. See attached Budget for 2019 and 2020 deliverables.

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.

The City of Portland Budget for 2019/20 has not been adopted yet, however, FFF has PBOT Commissioner Eudaly and Mayor Wheeler's support. FFF is meeting with the three other commissioners in the coming weeks. Metro has included FFF in the RTP, and FFF is advocating to be part of the 2020 Bond. TriMet is currently looking at helping to fund at least one feasibility plan, and is the agency partner on this grant application. The City of Vancouver is waiting for their RTC/ RTP to be adopted, March 5th, before committing to funding. The multiple private foundation requests are uncertain; however, FFF has generated considerable awareness through media and public speaking engagements. The Oregon Community Foundation and Murdock Charitable Trusts are both considering applications from FFF in 2019 Q2, once the FFF IRS Letter of Determination is in place for 501(c)(3) status. FFF is currently operating as a nonprofit, public benefit organization, spelled out in the Articles of Incorporation and Bylaws. See attached budget outline.

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.

Daimler Corporation is currently conducting a study, specifically for the passenger ferry service effort and to determine how much carbon emission will be decreased when commuters and visitors use fewer cars, and choose ferry service instead (should have that report by February 15, 2019). In addition, new "green" technologies are being explored to potentially replace fossil fuels used to power ferry boats; FFF has a team of Engineers who are researching and tracking the most successful leading-edge advancements in the greening of passenger ferries.

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.

Frog Ferry will work closely with all transit agencies in the region to coordinate with existing bus and light rail transit stops whenever possible. Routes and stops will be determined by the demand of commuters and other riders. Future routes will connect locals and visitors to additional river stops beyond the Metro area for transit and exploration (please see map for route information). Ferry service will also serve as an essential emergency response option, and will be able to transport people on the rivers in the event of bridge closures or infrastructure disruption.

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

Removing cars from roadways and alleviating congestion is an improved safety measure. For the FFF river transit program, FFF will have a comprehensive and all-encompassing safety program in place. FFF will base this safety program on the results-driven safety protocol that is used by a major global helicopter company. Although reliability is the number one indicator of passenger satisfaction for the San Francisco and Washington State ferry systems, FFF's number one priority will always be safety. The boat FFF is considering for service requires a crew of three, but FFF is planning to have a minimum of four crew members on board at all times of transit. The boat is a double-hulled catamaran design, that the USCG has reviewed in concept and stated is highly stable and safe in design. FFF captains will strictly follow a Safety Culture First mission, and will have the ability to cancel service for weather (like extreme fog) or river debris or obstacles. Due to remarkable technological advances in ferry transport, passenger ferry service continues to be among the safest modes of transportation available globally. See attached FTA safety data for ferry boats. In 2018, there were five reported safety events for ferry boats compared to 742 for heavy rail.

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. NA. There are no proposed capital purchases at this time.

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	\$ 160,000	\$	\$	\$ 40,000	\$	\$ 200,000
Project Administration	\$ 40,000	\$	\$	\$ 10,000	\$	\$ 50,000
Operating	\$	\$	\$	\$	\$	\$ 0
Preventive Maintenance	\$	\$	\$	\$	\$	\$ 0
Mobility Management	\$	\$	\$	\$	\$	\$ 0
Total	\$ 200,000	\$ 0	\$ 0	\$ 50,000	\$ 0	\$250,000

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)	\$ 250,000	20 %	\$ 200,000	\$ 50,000	City Portland, Travel OR Text	\$ 34,000	Yes Yes/No	10/01/2019 xx/xx/xxxx	%	100 %
STIF Discretionary - All Project Categories, Qualified Projects (10% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	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)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	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
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Vehicle Replaced 1	xxxx	Text	Text	Select 17 Letter (A-E) digits	#	#	#	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 17 Letter (A-E) digits	#	#	#	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 17 Letter (A-E) digits	#	#	#	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 17 Letter (A-E) digits	#	#	#	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 17 Letter (A-E) digits	#	#	#	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 17 Letter (A-E) digits	#	#	#	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 17 Letter (A-E) digits	#	#	#	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 17 Letter (A-E) digits	#	#	#	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 17 Letter (A-E) digits	#	#	#	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 17 Letter (A-E) digits	#	#	#	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

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 *

- [Frog Ferry Business Plan](#)
- [Feasibility Study Line Item](#)
- [FTA Safety Statistics](#)
- [Frog Ferry Route Map](#)
- [City of Portland Match Letter](#)

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