Agenda
Mid-Willamette Valley Area
Commission on Transportation
(MWACT)

Date: Thursday, March 7, 2019
Time: 3:30 p.m.
Place: Courthouse Square
Senator Hearing Room
555 Court St. NE
Salem, OR 97301
Phone: (503) 588-6177 FAX (503) 588-6094

Times listed below are approximate. Agenda items may be considered at any time or in any order per discretion of the MWACT Chair and/or member of the Commission, in order for the Commission to conduct the business of the Commission efficiently. Persons wishing to be present for a particular item are advised to arrive prior to the scheduled beginning of the meeting in order to avoid missing the presentation of items of interest.

3:30 p.m. Item 1. Call MWACT Meeting To Order.......................Chair Ken Woods, Jr.

Welcome and Introductions
Approval of November 1, 2018 Meeting Summary
Public Comment
Comments from the Legislative Delegation
OTC Comments
Commission Discussion/Area Updates

3:50 p.m. Item 2. Election of Officers .........................................................Ken Woods

MWACT’s Operating Agreement includes the following: “The Chair and Vice-Chair shall be elected by the MWACT membership annually, at the second meeting of each calendar year.” However, MWACT members did not meet in January or February this year. The Commission can choose to waive the rules and elect officers at this meeting or wait until their next meeting.

Action: 1. Decide whether to waive the rules for electing the Chair and Vice-Chair at the second meeting of the calendar year; instead, electing the Chair and a Vice Chair at this meeting.

2. If the rules are waived, elect a Chair and a Vice Chair for the 2019 calendar year.
4:00 p.m.  Item 3.  I-5 @ Aurora/Donald Interchange .............................. Bill Ciz, ODOT

ODOT staff will give a presentation on the status of the design work that will upgrade the interchange at I-5 @ Aurora/Donald. In 2017, the Legislature provided $25 million for additional design work for the interchange and construction of an initial phase.

Action:  Presentation by ODOT staff followed by questions from MWACT.

4:30 p.m.  Item 4.  Statewide Transportation Improvement Fund (STIF) Discretionary and Statewide Transit Network Program Solicitation Process and ACT Review................................................................. ODOT staff

State and federal funds are available for two public transit programs:

- STIF Discretionary Fund ($11.2 million)
- Statewide Transit Network Program ($10.3 million)

Applications were due on February 1, 2019. The project selection process includes a review by Area Commissions and the STIF Advisory Committee. MWACT is asked to review 7 applications (enclosed) that are either from agencies within the MWACT area or are proposing projects that impact the MWACT area. Each application uses a 5-page standard format: For Project Descriptions, see section 15 of each application. For Project Selection Criteria, see sections 19 to 27.

Additional background information for each application will be posted on the MWVCOG’s website. (A link will be sent to MWACT members.)

Also enclosed:

- The presentation slides for the meeting about the two funding programs and the project selection criteria.
- Guidance for how Area Commission on Transportation will review and comment on applications in their area.

Action:  In March, MWACT will receive the applications and be provided information by ODOT on how to review projects. In April, MWACT members, as a group, will be asked to provide comments for each application.

5:00 p.m.  Item 5.  Other Business................................................................. Dan Fricke

- Next MWACT Meeting

5:15 p.m.  Item 6.  Adjournment............................................................... 2019 MWACT Chair
MWACT Members Present

Val Adamson, Polk County Private Sector
Bob Andrews, 99W/18 Corridor, Newberg Mayor
Kevin Cameron, Marion County Board of Commissioners (Alternate for Sam Brentano)
Cathy Clark, 2018 Vice Chair, Keizer Mayor
Kathy Figley, Woodburn Mayor, I-5 Corridor
Jim Lewis, Salem City Council
Kathy Lincoln, Cherriots BOD (Alternate for Marcia Kelley)
Chris Mercier, Confederated Tribes of the Grand Ronde
Lisa Nell, ODOT Region 2
Craig Pope, Polk County Board of Commissioners
Stan Primozich, Yamhill County Board of Commissioners
Della Seney, Hwy. 22E Corridor, Aumsville City Council
Ken Woods, Jr., 2018 Chair, Dallas City Council

MWACT Members Absent

Sam Brentano, Marion County Board of Commissioners
Marcia Kelley, Cherriots BOD
Jim Sears, 99E/213 Corridor, Silverton City Council
Mitch Teal, Marion County Private Sector
Cynthia Thompson, YCTA
Ken Wright, Yamhill County Private Sector

Others Present

Dick Anderson, Cascades West ACT
Bill Ciz, Parametrix
Steve Dickey, Cherriots
Dan Fricke, ODOT
Becky Gilliam, SRTS National Partnership
Mike Jaffe, MWVCOG-SKATS Staff
James LaBar, Governor’s Office
Lori Moore, MWVCOG-SKATS
Karen Odenthal, MWVCOG-SKATS Staff
Walt Perry, I-5 Corridor (Alternate for Kathy Figley)
Jae Pudewell, ODOT
Janelle Shanahan, Marion County Public Works
Chair Ken Woods, Jr., called the meeting to order at 3:37 p.m. Introductions were made.

*Summary of September 6, 2018:* The summary of the September 6, 2018, meeting was approved as submitted by consensus of the members present.

*Public Comment:* There were no public comments.

*Comments from the Legislative Delegation:* There were no comments from the legislative delegation.

*OTC Comments:* There were no comments from the OTC.

*Commission Discussion/Area Updates:* Lisa Nell announced that another vacant ODOT position has been filled.

**Item 2. October OTC Workshop**

Chair Woods reminded the group that the ACT chairs were invited to participate in the October 18, 2018 OTC Workshop. A copy of the letter that MWACT members directed the chair to send to the OTC (Oregon Transportation Commission) regarding MWACT contributions to the transportation process was included in the agenda packet.

Chair Woods commented that the group originally had a liaison between the ACT and the state legislature. The position has been vacant for several years now.

Lisa Nell reported that most of the ACTs supported the concept of additional contact/work with the state modal committees.

Commission members asked if state legislators are invited to MWACT meetings. MWACT support staff confirmed that state legislators are notified of MWACT meetings along with other interested parties. While their notification is not an individual, specific invitation, the notification of meetings occurs for each meeting and includes either a mailed packet (if requested) or the location of the digital agenda packet.

The meeting with OTC members was more informal than it has been in the past and included a discussion with them related to three questions:
1. What are the key opportunities for ACTs to address and focus their work on over the next 5 to 10 years?
2. Do ACTs have an interest in having a greater role in advising and serving as a sounding board for ODOT’s planning and policy initiatives?
3. What ideas might they have for strengthening the relationships between ACTs and the statewide modal committees?

Referencing material included in the agenda packet, Chair Woods informed the group that he provided OTC members and ODOT Director Matt Garrett with a brief overview of the MWACT history and achievements. He reported that along with funding programs and project selection process changes, it appears that MWACT’s participation in transportation planning and decision-making has been significantly reduced. This leads to a gap in the process related to geographic and community perspective that is provided by the ACT. MWACT members bring a wide variety of experience, knowledge, and perspective to the table. In addition, they access “technical” expertise on an “as needed” basis to round out their contributions to the process.

Chair Woods suggested that while MWACT has participating members representing transit, they need more involvement with the other modes to understand how they fit into regional planning including their needs. He suggested that ODOT might facilitate meetings of the modal committees with ACTs throughout the state. Lisa Nell suggested that MWACT might want to consider the addition of a freight representative. Commission members noted that originally, some of the county private sector representatives were freight people. That has changed over the years as the counties have replaced their private sector representatives.

**Item 3. Regional Solutions Team**

Jae Pudewell, ODOT, introduced James LaBar from the Oregon Governor’s office to provide the commission with an overview related to the Regional Solutions Team (RST). The purpose of the group is to contribute to a strong economy across the state and to support locally driven economic and community development.

There are 11 regional teams. Each team includes a member from each of the following five state agencies: ODOT, DEQ, DLCD, OHCS, and OBDD. The RSTs make things happen through projects. The primary goal for the Mid-Willamette Valley region is to become a center for agri-business and agri-tourism.

Examples of projects include: Detroit Lake Marina Resiliency using infrastructure improvements and strategic excavation to allow Detroit Lake Marinas to operate at lower water levels, the WestRock Site which the city of Newberg plans to use for economic revitalization and reconnection of the community with the Willamette River, and the Career Technical Education Center.

**Item 4. Intermodal Facility Proposal (Brooks/Hopmere)**
Jae Pudewell explained that ODOT accepted two proposals for the Mid-Willamette Valley Intermodal facility in September 2017. The Oregon Port of Willamette submitted the Brooks-Hopmere proposal. A second application has been received for property in Millersburg in Linn County. A rail siding extension in the Brooks/Hopmere area was included in HB 2017.

Recommendations may be available in February of 2019.

**Item 5  Newberg-Dundee Bypass Update**

Alvin Shoblom, ODOT, and Bill Ciz, Parametrix, provided an overview of the current status of the Newberg-Dundee Bypass project and the next stages of the project.

Phase 1 is completed and open to the public. Phase 2 is currently funded for design and selective right of way acquisition. In an effort to reduce costs for this phase, several design alternatives were studied for the OR 99W area. ODOT selected Alternative C-3. This is the least expensive alternative and would add portions of an interchange along with a wider structure for eastbound and westbound travel lanes. Maps with the preferred design alternatives were used to illustrate the sections of the Phase 2 Bypass project.

**Item 6  Other Business**

Lisa Nell explained that ACT members will be required to take training related to non-discrimination/harassment. Details will be provided as they become available.

Referencing material included in the agenda packet, it was noted that the information relates to Load Restrictions and Impacts on concrete bridges in ODOT Region 2 with no plans. Two are located in the MWACT areas: Mill Creek Bridge Hwy. 72/OR99W and Little Luckiamute Hwy. 223/OR223.

The public comment period for the draft Oregon Passenger Rail Environmental Impact Statement (EIS) began October 19, 2018 and will continue until December 18, 2018. An open house is scheduled for December 5, 2018 in Pringle Hall at 606 Church Street SE, Salem from 5:00-7:00 p.m. Members were encouraged to attend or supply comments.

Chair Ken Woods, Jr., adjourned the meeting at 5:07 p.m.
Agenda Item 4.

Statewide Transportation Improvement Fund (STIF) Discretionary and Statewide Transit Network Program Solicitation Process and ACT Review

Mid-Willamette Valley Area Commission on Transportation (MWACT)

March 7, 2019
Submitted: 2/1/2019 11:19:22 AM (Pacific)

Project Contact
Trisha Bunsen
trisha.bunsen@cherriots.org
Tel: 503-361-7530

Additional Contacts
one entered

Application Questions

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.OKeefe@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)
Recipient or contractor to implement the grant supported activity?

Keizer as well as rural communities to rural communities for ride service in rural Polk County Monday.

Yes

Recipient(s) and describe how the applicant will provide sufficient Sub

STIF Intercommunity Discretionary

FTA Section 5311 (f) Intercity Discretionary

Cherriots Downtown Transit Center to Grand Ronde to Lincoln City to connect riders to the Coastal region transportation network. Another connection is through Amtrak and Cascades Point Buses for southern connections with TriMet that connects with CTRAN to connect to the Washington State transportation network realizing 2 state connections is also available. Tillamook County coordinates a route from the via public transportation. Riders can access other transportation services via Regional, for example, Woodburn Transit, Silverton Trolley, YamCo provides trips into Cherriots West Salem Transit Center, and Portland and Washington State connecting seniors, people with disabilities, low income, and general public to a broad geographic region. The statewide transit network works to ensure communities are connected specifically for workload of projects in this application.)

Purchasing replacement buses assists in maintaining connectivity between rural and urban areas. Regional transit service provides access to Salem, Keizer, rural Marion and Polk counties, as well as Wilsonville, purchasing replacement buses assists in maintaining connectivity between rural and urban areas. Regional transit provides access to jobs, education, medical appointments, shopping, recreational activities, and other essential services imperative for riders to access their community. This transportation service fills an ongoing need of connectivity between rural communities and Salem Keizer as well as rural communities to rural communities for ride service in rural Polk County Monday.

Yes

Other coordination that occurs includes Maintenance of the Bus Stop Shelters in the outlying rural communities. These cities are responsible for maintaining these shelters and have committed to supporting the

Other vulnerable populations in Marion, Polk, and Linn counties are low income people at or below the 200% federal poverty level, those who do not own a car, and limited English proficient populations. In an on board Cherriots rider survey completed in 2016, 55 percent of Cherriots Regional rides were low income, 61% did not have a vehicle they could have used to make their transit trip, either as a driver or as a passenger, and 6 percent identified themselves as LEP. In FY 18 Regional Service provided 87,624 trips, 40% of which were for seniors and/or individuals with disabilities traveling 329,023 revenue service miles.

Other vulnerable populations in Marion, Polk, and Linn counties are low income people at or below the 200% federal poverty level, those who do not own a car, and limited English proficient populations. In an on board Cherriots rider survey completed in 2016, 55 percent of Cherriots Regional rides were low income, 61% did not have a vehicle they could have used to make their transit trip, either as a driver or as a passenger, and 6 percent identified themselves as LEP. In FY 18 Regional Service provided 87,624 trips, 40% of which were for seniors and/or individuals with disabilities traveling 329,023 revenue service miles.

Equity and Public Transportation Service to Low Income Households

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

19. Describe how the project supports and access for vulnerable populations. Replacing Regional buses in a timely manner reduces maintenance costs and improves service reliability for vulnerable populations. Providing regional transit increases accessibility to transit. Cherriots Regional provides transportation options for seniors, individuals with disabilities, populations below the poverty line, refugees, veterans, as well as general populations connecting more than sixteen communities in Marion and Polk Counties to both job opportunities and to other essential services imperative for riders to access their community. This transportation service fills an ongoing need of connectivity between rural communities and Salem Keizer as well as rural communities to rural communities for ride service in rural Polk County Monday.

Other vulnerable populations in Marion, Polk, and Linn counties are low income people at or below the 200% federal poverty level, those who do not own a car, and limited English proficient populations. In an on board Cherriots rider survey completed in 2016, 55 percent of Cherriots Regional rides were low income, 61% did not have a vehicle they could have used to make their transit trip, either as a driver or as a passenger, and 6 percent identified themselves as LEP. In FY 18 Regional Service provided 87,624 trips, 40% of which were for seniors and/or individuals with disabilities traveling 329,023 revenue service miles.

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

Enter an amount in detail.

The oldest Cat B and D both which will have exceeded useful life in both miles/year. 258,772 award

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

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.

Cherriots Call Center provides coordination of transportation services inside the Cherriots service area for Cherriots Regional, LIFT, and Shop and Ride. The call center refers customers to other providers and public transportation options outside of the Cherriots service area. Cherriots LIFT coordinates with Cherriots Local and Regional services. There are customers who are able to use Cherriots for some of their trips or a portion of their trips, classified as conditional eligibility, and then transfer to Cherriots LIFT. During inclement weather some riders may only be able to access Cherriots LIFT. Riders who qualify can ride Cherriots Regional from outside of the area, then transfer to Cherriots LIFT while within the urban growth boundary. This coordination ensures that seniors, individuals with disabilities, disadvantaged populations, as well as the general public have access to and are able to utilize public transportation services thereby enhancing their quality of life. The mobility coordinator attends community meetings in the 16 surrounding rural communities that Cherriots Regional serves as well as urban communities. The attendance of the community meetings is for the purpose of educating and informing on services and programs that are available, ensuring that duplication does not happen and access and utilization occurs.

Other coordination that occurs includes Maintenance of the Bus Stop Shelters in the outlying rural communities. These cities are responsible for maintaining these shelters and have committed to supporting the Cherriots Regional transportation service in this way.

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.

Purchasing replacement buses assists in maintaining connectivity between rural and urban areas. Regional transit service provides access to Salem, Keizer, rural Marion and Polk counties, as well as Wilsonville, Portland and Washington State connecting seniors, people with disabilities, low income, and general public to a broad geographic region. The statewide transit network works to ensure communities are connected via public transportation. Riders can access other transportation services via Regional, for example, Woodburn Transit, Silverton Trolley, YamCo provides trips into Cherriots West Salem Transit Center, and connections with TriMet that connects with CTRAN to connect to the Washington State transportation network realizing 2 state connections is also available. Tillamook County coordinates a route from the Cherriots Downtown Transit Center to Grand Ronde to Lincoln City to connect riders to the Coastal region transportation network. Another connection is through Amtrak and Cascades Point Buses for southern
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.


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


Environmental and Public Health

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

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

The replacement buses can be fueled with biodiesel. Biodiesel is the only alternative fuel to successfully complete the EPA’s rigorous emissions and health effects study under the Clean Air Act. Biodiesel provides significantly reduced emissions of carbon monoxide, particulate matter, unburned hydrocarbons, and sulfates compared to petroleum diesel fuel. Additionally, biodiesel reduces emissions of carcinogenic compounds by as much as 85% compared with petrodiesel. As people access public transportation services, the number of vehicles as well as single occupied vehicles will decrease. The reduction of vehicles being utilized, will significantly decrease/reduce greenhouse gas emissions and pollution.

Public transportation promotes positive health outcomes as seniors, individuals with disabilities, individuals below the poverty line, refugees, veterans, as well as general populations are able to have access to work, education, healthcare appointments, food and nonfood shopping, and recreational opportunities that they may not have been afforded without public transportation.

Safety, Security, and Community Livability

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

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

The timely replacement of vehicles in the fleet is one of the fundamental programs necessary for a successful transit system. Buses are a transit system’s most valuable physical asset, because good customer service is dependent on the condition of the fleet.

With the addition of 6 replacement Cherriots Regional buses, participation in active transportation is increased due to riders walking from their residences to bus stops, riding buses, and ultimately walking to their desired location whether it be employment, school, medical appointment, shopping, visiting friends, the library, or a community event. The same could be said for individuals that ride their bike to bus stops from their residences to access public transportation. All Cherriots Regional buses have bike racks on the front. This ensures that riders that desire to engage in active transportation and travel with a bike, can access Cherriots public transportation. Increasing the accessibility of each stop increases the likelihood that people access transit through active transportation modes.

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

Maintaining a fleet in good conditions supports and improves safety of passengers using transit services. Public transportation promotes less single occupancy vehicles on roadways, which reduces the opportunity for accidents therefore supporting as well as improving safety for passengers and other roadway users. The fleet is 100% ADA accessible. Each bus is lift equipped with an internal/external camera system, radios equipped to communicate with Dispatch and law enforcement, as well as 4 point securement for mobility devices.

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 proposed capital purchases for this grant are:

2. 12-16 passenger cutaways, 20-25 foot in length, lift equipped
4. 25-30 passenger category B medium sized heavy duty, 30-35 foot in length, lift equipped

Regular replacement of Cherriots Regional buses is necessary to ensure safe, efficient delivery of this transportation service. As part of the District's overall Capital Planning efforts, Cherriots staff is committed to ensure our buses are replaced at a schedule consistent with industry best practices. The 2- cutaway buses to be replaced will reach their FTA recommended minimum useful life of 5 years or 350,000 miles at the time of grant award. All of the buses in the Cherriots current fleet as well as future fleet are 100% ADA accessible with securement, have external signs as an accessibility feature, as well as have bike racks.

Budget and Project Tables

Project Category and Fund Source

<table>
<thead>
<tr>
<th>Project Category</th>
<th>Project Cost</th>
<th>Other Fund Source (Federal)</th>
<th>Other Fund Source (State)</th>
<th>Other Fund Source (Local)</th>
<th>Other Fund Source (Other)</th>
<th>Project Category Totals</th>
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<tbody>
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<td>Vehicle Purchase - Expansion</td>
<td>$</td>
<td>$</td>
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<td>$</td>
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<tr>
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<td>$</td>
<td>$</td>
<td>$ 223,012</td>
<td>$</td>
<td>$ 1,115,058</td>
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<td>Preventive Maintenance</td>
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<td>Mobility Management</td>
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<td><strong>Total</strong></td>
<td><strong>$ 892,046</strong></td>
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<td><strong>$ 0</strong></td>
<td><strong>$ 223,012</strong></td>
<td><strong>$ 0</strong></td>
<td><strong>$ 1,115,058</strong></td>
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Project Totals and Match Rate

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<th>Fund Source</th>
<th>Total Project Amount (Grant Amount + Match Amount)</th>
<th>Match Rate</th>
<th>Grant Amount</th>
<th>Match Amount</th>
<th>Match Funding is available if project is awarded?</th>
<th>Date match available</th>
<th>% of Funds used for Demand Response Transportation</th>
<th>% of Funds used for Fixed Route Transportation</th>
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</thead>
<tbody>
<tr>
<td>STIF Discretionary - All Project Categories (20% Match)</td>
<td><strong>$ 1,115,058</strong></td>
<td>20%</td>
<td><strong>$ 892,046</strong></td>
<td><strong>$ 223,012</strong></td>
<td>yes Yes/No</td>
<td>7/1/2019</td>
<td>24%</td>
<td>76%</td>
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<td>%</td>
<td>%</td>
<td>%</td>
<td>Text</td>
<td>Yes/No</td>
<td>xx/xx/xxxx</td>
<td>%</td>
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<tr>
<td>STIF Intercommunity Discretionary - All Project Categories (20% Match)</td>
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<td>%</td>
<td>%</td>
<td>%</td>
<td>Text</td>
<td>Yes/No</td>
<td>xx/xx/xxxx</td>
<td>%</td>
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<td>STIF Intercommunity Discretionary - All Project Categories, Qualified Projects (10% Match)</td>
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<td>%</td>
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<td>%</td>
<td>Text</td>
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<td>xx/xx/xxxx</td>
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<td>5311 (l) Intercity - Capital, Planning, Project Administration, Preventive Maintenance, Mobility Management (20% Match)</td>
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<td>%</td>
<td>Text</td>
<td>Yes/No</td>
<td>xx/xx/xxxx</td>
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## Vehicle Purchase

<table>
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<tr>
<th>Vehicle Purchase</th>
<th>VIN of Vehicle Purchased</th>
<th>Make</th>
<th>Model</th>
<th>Vehicle Category</th>
<th>Quantity</th>
<th>Unit Cost</th>
<th>Total Cost</th>
<th>Seats w/ADA Stations Deployed</th>
<th>Fuel Type</th>
<th>Estimated Order Date</th>
<th>Estimated Delivery Date</th>
<th>Mileage</th>
<th>Date of Readout</th>
<th>Seller</th>
<th>Vehicle Condition</th>
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<tbody>
<tr>
<td>Vehicle Purchase 1</td>
<td>30  #</td>
<td>$ 178,802</td>
<td>14-16  #</td>
<td>10-12  #</td>
<td>BD</td>
<td>10/1/2019</td>
<td>10/1/2020</td>
<td>Only answer if purchasing</td>
<td>Only answer if purchasing</td>
<td>Only answer if purchasing</td>
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## Vehicle Replacement Information

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<tr>
<th>Vehicles to Be Replaced</th>
<th>Year Make</th>
<th>Model</th>
<th>Vehicle Category</th>
<th>VIN of Vehicle Replaced</th>
<th>Seats w/ADA Stations Deployed</th>
<th>Fuel Type</th>
<th>Mileage</th>
<th>Disposal Type</th>
<th>Vehicle Condition</th>
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## Equipment, Bus Stop Amenities, and Other Assets

<table>
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<tr>
<th>Equipment, Signs, Shelters, Facilities, Land</th>
<th>Item Description</th>
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<th>Quantity</th>
<th>Estimated Unit Cost</th>
<th>Total Cost</th>
<th>Expected Order Date</th>
<th>Expected Delivery Date</th>
<th>Item Location</th>
<th>Lot Size</th>
<th>Square Footage</th>
<th>If breaking ground, have you filled out DCE?</th>
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<td>If Applicable</td>
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</tbody>
</table>

### Document Upload

**Documents Requested**

- Document 1: SAMTD Coordinated plan
- Document 2: SAMTD STIFAC Compliance
- Document 3: SAMTD Vehicle Acquisition Policies
- Document 4: SAMTD Fleet Maintenance and Corridor Plan
- Document 5: District Wide Org Chart
- Document 6:
- Document 7:
- Document 8:
- Document 9:
- Document 10:

**Required?**

- Attached Documents

- **SAMTD Coordinated plan**
- **SAMTD STIFAC Compliance**
- **SAMTD Vehicle Acquisition Policies**
- **SAMTD Fleet Maintenance and Corridor Plan**
- **District Wide Org Chart**

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

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

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.OKeefe@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."

Tillamook County Transportation District (TCTD) was established by the Tillamook County Board of Commissioners under ORS 267.510 in July 1997. TCTD is governed by a 7-member Board of Directors who are elected at large and have the statutory authority to adopt public transportation plans, operational policies, adopt an annual budget, impose taxes and user fees, and execute contracts and intergovernmental agreements.

The TCTD administrative and operations activities are overseen by a general manager (Doug Pilant) who reports to the District’s Board of Directors. Mr Pilant’s transit career spans almost 30 years as a transportation planner, operations manager and has served as general manager for the past 7 years. An organizational chart has been uploaded for reference.
Coordination of Public Transportation Services

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."

16. What Local Plans include this project and elements of the project?
See guidance for exemptions to this requirement.

17. What is the minimum award amount that will still allow your project to proceed?
Enter an amount in dollars.
$396,000

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) Interagency Discretionary

Equity and Public Transportation Service to Low Income Households

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

19. Describe how the project supports and improves access for vulnerable populations.
The Route 60X (Coastal Connector) service began operations on March 2, 2014. About 1 year later, TCTD conducted an onboard survey to develop a baseline profile of the riders using the service at that time. Below is a summary of riders who most likely could be categorized as being a member of the vulnerable population being served by this service:

- 83% Would not make the trip unless transit was available
- 39% Annual household income was less than $15,000
- 56% Senior Citizen or Persons with Disabilities
- 39% Hispanic or tribal members
- 39% No driver license
- 39% No operating vehicle within the household

Trip Purpose

- 44% Social/recreation
- 8% Work
- 3% Medical appointment

When asked what service changes could be made that would improve the service the respondents said:

- Earlier AM service
- Later PM service
- Extend Route 60X from Spirit Mountain Casino to Salem
- Operate same time schedule 7 days per week

In 2015-16 TCTD conducted an Intercity Transit Service Enhancement Plan to evaluate this new service and in August 2016 TCTD conducted a 2nd onboard customer survey. This survey was designed to gain a broader perspective about trip purposes, what destinations passengers were traveling to/from along with connections to other transit services.

The survey revealed that 67% of the riders would not have been able to make their trip if transit service were unavailable. Below are a list of Route 60X passenger trip purposes:

- 33% Social/recreation
- 13% Work
- 13% Shopping
- 3% Medical

Route 60X Passenger Profile

- 19% Confederated Tribes of Grand Ronde or Siletz Indians tribal members
- 36% Senior Citizens or Persons with a Disability

When reviewing how this project supports vulnerable population related trips in the onboard customer survey the following themes emerged:

1) Passengers are using the service to travel to jobs in Lincoln City, Spirit Mountain and Salem. These same passengers travel to their jobs from their homes in Lincoln City, Yamhill County and Salem.
2) Several passengers from Grand Ronde rode the bus to grocery shop at Safeway in Lincoln City since there isn't a grocery store in Grand Ronde.
3) Lincoln County residents used the bus to get to medical appointments in McMinnville and Salem.

On January 2, 2018 TCTD implemented a revised schedule with the above service change recommendations. The YTD result has been a 90% ridership increase and a 134% in fare revenue.

20% of trips in...
Salmon River Highway Travel Options Planning Advisory Committee: The advisory committee consists of members from Yamhill County Transit, Cherriots, TCTD, Lincoln County Transit, the Confederated Tribes of the Siletz Indians (CTSI), and the Confederated Tribes of Grand Ronde (CTGR).

TCTD participated with the above partners in the development of the Plan.

Since TCTD had an active ODOT intercity grant agreement the District agreed to become the Route 60X provider. TCTD continues to participate with the partners to oversee and plan the project's development.

Northwest Oregon Transit Alliance (NWOTA): NWOTA is an Intergovernmental Agreement (IGA) between TCTD, Sunset Transportation Empire District (SETD), Lincoln County Transit (LCT), Benton Rural Transit (BRT) and Columbia County Rider CCR. NWOTA activities are overseen by a Coordinating Committee that consists of the managing director of each member agency. The Coordinating Committee meets monthly to coordinate, market and brand the 5 counties collective transit services as a single NW Connector service. An NWOTA map has been uploaded for review.

Partnership between TCTD, ODOT, Confederated Tribes of Grand Ronde and the Siletz Indians:

TCTD has been the designated transportation provider and Section 5311(f) grant recipient for the Route 60X service. The Confederated Tribes of Grand Ronde and Siletz Indians provide the projects matching funds.

NWOTA shares a website designed to brand the agencies services as a the NWConnector and provides a trip planner. The website also features Trip Ideas and provides local upcoming event information. Each agency's individual websites are hosted within the website.

NWOTA shares a website designed to brand the agencies services as a the NWConnector and provides a trip planner. The website also features Trip Ideas and provides local upcoming event information. Each agency's individual websites are hosted within the website.

TCTD services interline with both Amtrak and Greyhound in Salem. TCTD currently has an interline agreement with Greyhound for passengers across North American can book their trips the entire trip.

TCTD and Cherriots:

TCTD has an agreement with Cherriots to serve the Downtown Transit Mall. Cherriots has also dedicated a bay at the Transit M

Statewide Transit Network

(Funding and Strategic Investment

Score weighs: 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.

The TCTD Route 60X intercity service supports the statewide transit network, improves the passenger experience, benefits multiple transit providers and creates a foundation for future statewide transit network improvements in the following ways:

1) This project supports the utility of the statewide transit network by providing transit service to residents living in the rural Oregon Coastal communities of Tillamook and Lincoln counties access to the two designated transit hubs in Grand Ronde and Salem at the Downtown Salem Transit Mall, and the Salem Amtrak/Greyhound Station.

2) TCTD's participation in the NWOTA IGA has resulted in passenger experience improvement by providing a seamless transit experience to people traveling on Route 60X to destinations in Yamhill, Lincoln, Clatsop and Tillamook counties.

3) Route 60X provides convenient connections at the Downtown Salem Transit Mall to Cherriots Regional services where people can travel to and from destinations throughout Marion and Polk counties.

4) Route 60X provides up to 15 interline connections to Amtrak/Greyhound at the Salem Amtrak/Greyhound Stations where people can travel to and from destinations to Portland, Eugene, Seattle, Salt Lake City, Sacramento and Spokane.

5) Route 60X provides connections for passengers traveling to and from destinations in Yamhill County such as McMinnville and Newburg as well as MAX/Triad/WES connections in Hillsboro, Sherwood and Tigard.

Funding and Strategic Investment

(Funding and Strategic Investment

Score weighs: 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 CTSI and CTGR provide the local matching funds for the Route 60X intercity Service. CTGR provides $180,000 overmatch to fund 3 trips per weekday between Grand Ronde and Salem. This investment has established viable intercity transit service for residents who rely upon public transportation to travel between the Oregon Coast and Willamette Valley. There are many CTSI and CTGR Tribal members living along the Hwy 101 and Salmon River Highway corridors (such as Rose Lodge) who need affordable access to medical services, shopping, employment opportunities and the ability to visit friends and family. The Route 60X also provides rural residents with connections to both Amtrak and Greyhound and provides viable connections to other destinations in Yamhill, Lincoln and Tillamook counties.

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

(Funding and Strategic Investment

Score weighs: Discretionary = 15%, STN = 10%

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

Route 60X reduces greenhouse gas emissions, reduces pollution and supports positive outcomes in the following ways:

1) The NWOTA partners received a US Department of Energy Grant to measure how the benefits of multiple transit agencies collaborating to improve regional services could reduce greenhouse gases. David Evans & Associates built NWOTA a model to measure greenhouse and pollution reductions. A copy of the most recent analysis in 2017 has been uploaded for review. The NWOTA partners are currently in the process of calibrating its model. TCTD has determined the average passenger trip length on Route 5 is 36 miles. TCTD has also determined approximately 40% of riders had other travel modes available for them to take their trips.

2) See above answer for reducing pollution.

3) Route 60X supports positive health benefits by providing approximately 3 to 5 percent of riders transportation to/from medical appointments. Additionally, riders walk and bicycle to/from bus stops which promotes physical activity.

4) TCTD is planning to purchase a propane powered replacement bus. Propane fuel will reduce gasoline powered vehicle greenhouse gases by 24% and Carbon Monoxide by 60%. Since this will replace a diesel bus the reduction will be even greater.

Safety, Security, and Community Livability

(Funding and Strategic Investment

Score weighs: Discretionary = 25%, STN = 10%

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

The TCTD Route 60X will increase usage and participation in active transportation for intercity transit, regional transit, bicycling/walking to/from public transportation.

Each year there are more than 20,000 bicyclists who visit the Oregon Coast. Many of these bicyclists use TCTD to travel to/from Salem as well as other out-of-area destinations. NWOTA partners are also active participants in updating the ODOT Oregon Coast Bicycle Plan. Moreover, NWOTA partners recently adopted a NW Connector (system-wide) bicycle policy to ensure there is a uniform policy throughout the NW Oregon region for passengers traveling by bicycles. Next, NWOTA advertises each year on the BikePortland website. Finally, the NWOTA partners recently adopted a 5-county Bicycle Policy to ensure that bicyclists will experience a uniform bicycle policy throughout the NW Oregon region. A copy of the bicycle policy has been uploaded for review.

For the past several years, Oregon's coastal communities have been focused on how to manage the impact of tourism traffic congestion in their communities. Public transportation and alternative transportation modes such as bicycling have been recognized as a piece of the solution. This year's Tillamook Coast Visitor Guide is dedicating 2 full-size pages to feature the NW Connector service free of charge to NWOTA. These 2 pages will explain to visitors "What is the NW Connector" and "how to plan your trips" using the Connector service. The Guide has a distribution of 80,000 guides throughout NW Oregon.

Finally, NWOTA develops and implements an annual marketing campaign to promote the NW Connector service and build brand awareness.

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

The purchase a propane powered replacement bus will improve the safety, cost effectiveness, efficiency and safety of the Route 60X service by reducing preventative maintenance costs, reducing the fuels average mileage and age. This investment will also implement the State's Transit Asset Management statewide fleet standards by reducing the average age and mileage of the Statewide fleet. Propane engines are more reliable than diesel engines with DEF systems.

Capital Assets

(Capital Assets

Items that cost at least $5,000 and have a useful life of at least 3 years.

N/A

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

TCTD is scheduled to replace Bus #301 in FY 2020-21 with a propane powered replacement bus. Bus #301 will exceed its mileage standard within FY 2019.

<table>
<thead>
<tr>
<th>Project Category and Fund Source</th>
<th>Project Cost</th>
<th>Other Fund Source (Federal)</th>
<th>Other Fund Source (State)</th>
<th>Other Fund Source (Local)</th>
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<th>Grant Rate</th>
<th>Match Amount</th>
<th>Match Amount Sources</th>
<th>Overmatch Amount (if Any)</th>
<th>Match Funding is available if project is awarded?</th>
<th>Date match available</th>
<th>% of Funds used for Demand Response Transportation</th>
<th>% of Funds used for Fixed Route Transportation</th>
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<th>Quantity</th>
<th>Unit Cost</th>
<th>Total Cost</th>
<th>Seats</th>
<th>ADA Stations Deployed</th>
<th>Fuel Type</th>
<th>Estimated Order Date</th>
<th>Estimated Delivery Date</th>
<th>Mileage</th>
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## Vehicle Replacement Information

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<th>Vehicle Category</th>
<th>VIN</th>
<th>Seats</th>
<th>ADA Stations</th>
<th>Seats with ADA Stations Deployed</th>
<th>Fuel Type</th>
<th>Vehicle Mileage</th>
<th>Disposal Type</th>
<th>Vehicle Condition</th>
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<td>Vehicle Replaced 1</td>
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<td>#</td>
<td>Sale</td>
<td>D</td>
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## Equipment, Bus Stop Amenities, and Other Assets

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<th>Square Footage</th>
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## Document Upload

**Documents Requested**

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<td>TCTO Organizational Chart</td>
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<td>Document 2</td>
<td>TCTO Greenhouse Gas 2017 Calculation</td>
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<td>Document 3</td>
<td>NWOTA Service Area</td>
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<td>NWOTA Bicycle Policy</td>
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Clackamas County Social Services
Regional Integrated Fare Collection System Analysis

Submitted: 1/31/2019 4:06:46 PM (Pacific)
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

Application Questions

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.OKeefe@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 work 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.

✔ Yes
No

13. Does the applicant plan to use a Sub-Recipient 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.
- Provides 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 urban and rural 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, separately 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 transportation providers understood the benefits of implementing 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 OPTP 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 e-fare 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. $100,000

18. Select the fund source(s) that you think best aligns with your application.
Check all that apply.
✔ STIF Discretionary
✔ STIF Intercommuntiy Discretionary
FTA Section 5311 (d) 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 or below the Federal poverty level and 12,398 have household incomes at or below the Federal poverty level.

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%)

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.
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 Clackamas County (Mt Hood Express), Sandy Area Metro Transit (SAMD), Clackamas County Transportation District (CTD), and the South Clackamas Transportation District (SCTD). All partners will be sharing equally in paying 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 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 to 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 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 = 10%, STN = 10%)

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

The project will reduce automobile use and cutaways 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

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<th>Project Cost</th>
<th>Other Fund Source (Federal)</th>
<th>Other Fund Source (State)</th>
<th>Other Fund Source (Local)</th>
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### Project Totals and Match Rate

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<th>Matching Rate</th>
<th>Match Amount</th>
<th>Match Sources</th>
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<th>Date of Match Funding is available</th>
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<th>% of Funds used for Fixed Route Transportation</th>
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### Vehicle Purchase

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

Salem Area Mass Transit District
Feasibility study for transit services between Albany and Salem

Submitted: 2/1/2019 11:29:22 AM (Pacific)
Project Contact
Trisha Bunsen
trisha.bunsen@cherriots.org
Tel: 503-361-7530

Additional Contacts
none entered

Application Questions

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.Okeefe@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?
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   - 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?
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   - No

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   ✔ 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

10. Did your agency stay on budget in the past two years?
    ✔ Yes
    - No
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.)

SAMTD has the legal authority, capacity, and ability to implement the project. There are no outstanding legal issues which would, individually or in the aggregate, impair the ability of SAMTD to implement the project. SAMTD has dedicated procurement, grants, project management, and operations staff who coordinate projects from planning to closeout. With this grant application, staff have time and budgetary authority to allocate resources to accomplish the project.

Planning staff have collectively over twenty years of experience working with consultants and performing planning studies which are complex projects, including public outreach and stakeholder meetings. The Cherriots Transit Planner II and Senior Planner will do the most work on this project, managing the consultant and communicating with the City of Albany, Albany Area Metropolitan Planning Organization (MPO), and the Oregon Cascades West Council of Governments (OCWCG). Planning will provide required progress reports to grants administrator who will submit grant reports to ODOT.

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 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

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.

A consultant will be hired through a Request for Proposals procurement process, who will be doing the majority of the work. Cherriots planning staff will manage the consultant and provide sufficient oversight for the project. For example, email contact with the consultant will be conducted at least every week. Check-in meetings shall be scheduled every two to four weeks. A project schedule will be agreed upon and closely monitored during the proposed ten month project.

Quality assurance for the four project deliverables will be provided by planning staff, to ensure the project schedule, scope, and budget are maintained.

15. 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.

This project will fund a planning study of transit services for the I-5 corridor between Salem and Albany. Cost include staff labor and consultant costs. This corridor currently does not have public transportation service (with the exception of Amtrak), and extensive public outreach is anticipated to involve the public in the planning process. An existing conditions report will precede an alternatives analysis, which would be presented to the public for comment. Draft and final reports considering public opinion will be written to produce a final planning document. Finally, an Intergovernmental Agreement would be written between SAMTD and the City of Albany to govern the new service, which could begin in 2021, assuming vehicles and operations funding would be available. A private consultant will be hired to take the lead on the project working in conjunction with SAMTD planning staff.

The cities of Albany and Salem are in different counties and planning efforts traditionally do not extend past these county boundaries due to past funding patterns, which allocated funds based on county and MPO jurisdiction. This project would work to eliminate these false barriers and add an affordable connection to these major urban areas of the state. If this project is not funded, there will not be a clear direction for affordable transit service in the corridor, precluding any establishment of affordable transit service. This will hinder mobility, particularly of vulnerable populations, but also of the general public who currently do not have many options to the congested I-5 corridor other than an expensive Amtrak or Cascades Point bus ticket ($11 each way for adults).

The two regional MPOs (Mid-Willamette Valley Council of Governments and the Albany Area MPO) have written letters of support for this project, which are provided in the documents upload section of this application.

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

See guidance for exemptions to this requirement.

- "Volume II of a Regional Transit Plan," approved by the SAMTD Board of Directors on January 28, 2016 includes this project and its elements. This document is provided as an attachment since it is not on the website.
- Planning for regional service between Salem and Albany is identified as a need if additional funding becomes available on p.43
- A map of the regional system (fully funded network) can be found on p.45
- Expanded inter-city and inter-county service is also mentioned in the "Coordinated Public Transit-Human Services Transportation Plan," approved by the SAMTD Board of Directors on August 25, 2016.
- The document on the Cherriots website here: https://www.cherriots.org/media/doc/SKT_CTP_20160810_corrected_1.pdf
- Expanded inter-city and inter-county service is identified as a needed transportation service on p.53
- The '2017 Needs Assessment Report," approved by the SAMTD Board of Directors on December 14, 2017, also mentions the need for service between Salem and Albany in the I-5 corridor, and includes updated demographic maps using the U.S. Census American Community Survey 2015 data.
- A Service to additional cities such as Albany is a documented need on p.69 of the document.
- The Albany Transit Development Plan, approved by the Albany Area Metropolitan Planning Organization (AAMPO) in May 2017 documents the need for transit service connections between Salem and Albany using 2014 data from the Longitudinal Employer-Household Dataset (LEHD).
- A memorandum of the planning document shows (p.113) that Salem Keizer has approximately 1,100 people who work in Albany every day. The opposite direction has an even larger unmet demand with just under 2,100 people commuting from Albany to Salem-Keizer for work.

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

Enter an amount in dollars.

SAMTD is requesting the full award amount depending on the grant ($49,383 or $55,556). Anything less would not make the project viable.

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

✔ STIF Discretionary

✔ STIF Intercommunity Discretionary

e FTA Section 5311 (d) Intercity Discretionary

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

STIF-Discretionary or STIF-Intercommunity Discretionary funds for this project would be the first step in establishing affordable transit service in the I-5 corridor between Salem and Albany, which directly benefit vulnerable populations such as low income, seniors, veterans, people with disabilities, and people with Limited English Proficiency (LEP).

According to the U.S. Census 2010, the City of Salem has a population of seniors (over 65 years old), which is 12.0% of the total city population, and Albany 13.1%. The averages for Marion, Polk, and Linn Counties are 12.9%, 14.8%, and 15.4%, respectively. As a comparison, the average for the State of Oregon is 13.9%. Thus, the improvements to transit connecting Salem and Albany would increase mobility options for many vulnerable populations living in Marion, Polk, and Linn Counties. The connections in Salem and Albany to the existing regional bus networks connecting to those communities would also be available to these vulnerable populations if the new transit link were to be realized in the future.

Other vulnerable populations in Marion, Polk, and Linn Counties are low income people (at or below the 200% federal poverty level), those who do not own a car, and Limited English Proficient (LEP) populations. In an onboard Cherriots rider survey completed in 2016, 55 percent of Cherriots Regional riders were low income, 61% did not have a vehicle they could have used to make their transit trip (either as a driver or as a passenger), and 8 percent identified themselves as LEP. All of these riders will benefit from an increase in accessibility and availability in a new connection between Albany and Salem, where the only current option is Amtrak or the Cascades Point bus (operated by ODOT), which costs $11 one-way for adults and $8.35 one-way for seniors. An affordable option such as the $2.25 one-way adult fare of Cherriots Regional would dramatically change mobility in this corridor for low income and other vulnerable populations.
20. Describe how the project is a collaboration of multiple agencies or involves consolidation, coordination, or resource sharing among agencies. 

Aldapem undetermined how the new service would operate, it is possible that Cherriots would operate a new service similar to the Route 1X service between Salem and Wilsonville, which is operated as a partnership between Cherriots and SMART (City of Wilsonville transit). The new service to Albany could be funded half by Marion-Polk County funds and half by Linn County and City of Albany funds. Since the City of Albany has such a small fleet of buses and staff for transit operations, it is very likely that Cherriots would operate all of the trips, but the city could reimburse Cherriots for half of the operations and maintenance costs for the transit service. Another model to be explored in this planning project is for the City of Albany to operate two or three round trips per day and Cherriots would operate two or three round trips, very similar to the Route 1X partnership Cherriots has with the City of Wilsonville. An intergovernmental agreement would be created to govern the operations and funding of the new service.

Letters of recommendation from the Albany Area Metropolitan Planning Organization (AAMPO) and the Salem-Keizer Area Transportation Study (SKATS) can be found in the document upload section of this application. These agencies are committed to improving transit in the I-5 corridor, and directly influence funding for capital and operating dollars to support the development of an additional service in the corridor.

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.

Regional transit service provides access to Salem, Keizer, rural Marion and Polk counties, as well as Wilsonville, Portland and Washington State connecting seniors, people with disabilities, low income, and general public to a broad geographic region. The statewide transit network works to ensure communities are connected via public transportation. Riders can access other transportation services via Regional, for example, Woodburn Transit, Silverton Trolley, connects with TriMet that connects with CTRAN to connect to the Washington State transportation network realizing 2 state connections.

Cherriots Regional operates live fixed routes and one dial-a-ride, which serve seventeen rural communities and Salem in Marion, Polk, and Linn County. This project supports the existing systems by creating a southern link to the City of Albany, which has a population over 50,000, and a strong unmet demand for affordable transit services. Traditionally, transit funding in Oregon has not supported much service that crosses county lines, but with this new funding source (the STIF), the transit networks should be able to be crossed more easily. By studying what kind of transit service would be viable for this important statewide corridor, transit connections in the I-5 corridor will have the potential to improve dramatically.

The I-5 corridor is the mainstay of population, commerce, education, and industry in the Willamette Valley. An affordable transit option is needed to boost non-single occupant vehicle travel. Many people who live in Albany and work in Salem do not have a reliable and affordable transit option similar to the Route 1X, which operates between Wilsonville and Salem. A new link would also set the stage for new links between Lin, Benton, and Lane County cities to the south of Albany. Currently, the only options are Amtrak or the Cascades Point bus, which are four to six times as expensive as the current Cherriots Regional fare.

Connecting downtown Salem with downtown Albany would also create a link between other regional providers. For example, the Tillamook County Transportation District operates the Coastal Connector transit service between Lincoln City and Salem. Currently, people trying to get from Albany to Lincoln City have to go through Corvallis and Newport, but the connection via Salem would be much shorter. This also is true for all points north of Salem including McMinnville, Newberg, and the greater Portland Metro area.

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 Transit District will match the grant at either the 10% or 20% rate depending on which grant is awarded. Match will be provided from SAMTD’s general fund, non-federal, local funds and in-kind labor. The project can be completed within the biennium time frame.

This project qualifies for the 10% match rate for the STIF - Intercommunity Fund because this planning project would study how to fill a significant gap in the statewide transit network. Specifically, this gap is an affordable transit link between Salem and Albany.

The investment in the I-5 corridor has been a documented unmet need for decades. SAMTD is committed to provide the local matching funds to plan the appropriate service needed for the planning horizon.

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.

Although the project does not specifically reduce greenhouse gas emissions, it does determine whether an investment in transit service in a specific corridor would reduce single-occupant vehicle usage and increase mobility for travelers in the corridor. It has been shown in previous planning work that there is an underserved demand for transit service between these two large communities, and this planning effort would refine the study to make sure the service is appropriate and at the right level for a productive, useful service that supports positive health outcomes. One way the new service would support positive health outcomes is by creating a link to employment, education, medical, shopping, and recreational opportunities for the vulnerable populations and general public in these two cities. Each city has an established local transit system to get people to their final destination once they reach the transit hub. This encourages people to use transit or another active transportation mode to reach their ultimate destination.

As people access public transportation services, the number of vehicles as well as single occupied vehicles will decrease. The reduction of vehicles being utilized, will significantly decrease/reduce greenhouse gas emissions and pollution.

Public transportation promotes positive health outcomes as seniors, individuals with disabilities, individuals below the poverty line, refugees, veterans, as well as general populations are able to have access to work, education, healthcare appointments, food and nonfood shopping, and recreational opportunities that they may not have been afforded without public transportation.

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.

This project would redefine the concept of affordable transit service that could be provided in the I-5 corridor between Salem and Albany. It has already been established in previous planning studies that there is a large unmet demand for transit service in this corridor. Therefore, by meeting the demand with an adequate supply of transit should increase the use and participation in public transit in the corridor. Many people choose to access transit by bicycle and walking as well. Since each bus is fitted with a bicycle rack that can hold two or three bicycles at a time, the opportunity for using a bike to get to or from the bus would become a real possibility for many. Also, since both Salem and Albany have well established local transit services, the last mile gap should not be such a barrier for people traveling between and within each city. Another subject to be explored by this planning study would be the options for a universal fare to be shared between the agencies. If an agreement could be made for fare sharing, then passengers would only need to purchase one fare to use three transit services (City of Albany transit, Cherriots Regional, and Cherriots Local in Salem-Keizer).

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

The implementation of the plan that this project supports would increase ridership in the I-5 corridor, which is currently very congested at certain times of the day. By getting people out of their cars and onto buses, there is the potential to decrease traffic and increase safety for all roadway users, since it is known that stop and go traffic causes many rear-end type crashes.

Capital Assets

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
### Project Category and Fund Source

<table>
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<th>Project Category and Fund Source</th>
<th>Project Cost</th>
<th>Other Fund Source (Federal)</th>
<th>Other Fund Source (State)</th>
<th>Other Fund Source (Local)</th>
<th>Other Fund Source (Other)</th>
<th>Project Category Totals</th>
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### Project Totals and Match Rate

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<th>Grant Amount</th>
<th>Match Amount</th>
<th>Match Sources</th>
<th>Overmatch Amount (if Any)</th>
<th>Match Funding is available if project is awarded?</th>
<th>Date match available</th>
<th>% of Funds used for Demand Response Transportation</th>
<th>% of Funds used for Fixed Route Transportation</th>
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<td>$ 0</td>
<td>Text</td>
<td>$</td>
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<td>xx/xx/xxxx</td>
<td>%</td>
<td>100 %</td>
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<td>10 %</td>
<td>$ 55,556</td>
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<td>7/1/2019</td>
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<td>7/1/2019</td>
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### Vehicle Purchase

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<th>Vehicle Category</th>
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<th>Unit Cost</th>
<th>Total Cost</th>
<th>Seats</th>
<th>ADA Stations Deployed</th>
<th>Fuel Type</th>
<th>Estimated Order Date</th>
<th>Estimated Delivery Date</th>
<th>Mileage</th>
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<td>#</td>
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**Vehicle Replacement Information**

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<tr>
<th>Vehicles to Be Replaced</th>
<th>Year Make Model</th>
<th>Vehicle Category VIN</th>
<th>Seats</th>
<th>ADA Stations</th>
<th>Seats with ADA Stations Deployed</th>
<th>Fuel Type</th>
<th>Vehicle Mileage</th>
<th>Disposal Type</th>
<th>Vehicle Condition</th>
<th>Vehicle Maintenance History</th>
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<tbody>
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<td>#</td>
<td># G/D/B/E/HG/CNG/OF</td>
<td># Sale/Donation/Salvage</td>
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**Equipment, Bus Stop Amenities, and Other Assets**

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**Document Upload**

Documents Requested *

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<td>Volume II of Salem-Keizer Transit Regional Plan 2016</td>
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<td>Document 2</td>
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<td>2017 Cherrps Needs Assessment Report</td>
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<td>Document 3</td>
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<td>Document 4</td>
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* ZoomGrants™ is not responsible for the content of uploaded documents.
Salem Area Mass Transit District
Regional bus stops improvement and routing changes project

Submitted: 2/1/2019 12:05:01 PM (Pacific)
Project Contact
Trisha Bunsen
trisha.bunsen@cherriots.org
Tel: 503-361-7530

Additional Contacts
none entered

Application Questions

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.OKeefe@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
11. Describe how your agency has legal, managerial and operations 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.”

SAMTD has the legal authority, capacity, and ability to implement the project. There are no outstanding legal issues which would, individually or in the aggregate, impair the ability of SAMTD to implement the project. SAMTD has dedicated procurement, grants, project management, and operations staff who coordinate projects from planning to closeout. With this grant application, staff have time and budgetary authority to allocate resources to accomplish the project.

Planning staff have collectively over twenty years of experience working on major capital and planning projects, including a current high priority corridor stops and shelter project, Keizer Transit Center construction project, and South Salem facility planning project. The planning department will take the lead on this project and provide required progress reports to the grants administrator for submitting to ODOT.

Attachment
District Wide Org Chart

12. Capacity to Maintain Compliance

✔ By checking this box, the applicant certifies that they are able to meet or will have the capacity to maintain compliance with all federal, state and local laws and regulations including, but 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

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.

Cherriots uses a private consulting firm to provide project management and construction management services for all of its capital improvement projects. This consulting firm will manage the scope, schedule, and budget for the project, with Cherriots planning staff providing oversight.

The construction contractor installing the new stops and constructing ADA improvements to four other stops will be monitored by one of SAMTD’s project management consultants under an existing or rebid contract. Planning staff will oversee the consultant to ensure a quality project that stays within its scope, schedule, and budget.

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.”

This project will fund bus stop improvements and route changes for the Regional system. Costs include staff time, equipment, and vendor time to implement the project. The regional stop improvements will enable seniors and people with disabilities to safely access stops in the current network that are not compliant with the ADA. Route changes for the Polk County Flex will allow more riders to access public transportation in three rural communities.

This project has two parts: improving some Cherriots Regional bus stops to the current ADA standard and redesigning the Polk County Flex Service to a deviated fixed route service in the cities of Dallas, Monmouth, and Independence, Oregon. First, a contractor would be hired to build concrete connections between curb and sidewalk for three stops in the Cherriots Regional system (located in Dallas, Monmouth, and Stayton). The contractor will also relocate two existing stops on First Avenue in Stayton to directly in front of the City Public Works building (1820 N First Ave) and build a pad for an existing shelter, which is currently stored at the Cherriots Operations and Maintenance Facility on Del Webb Avenue in Salem.

For the redesign of the Polk County Flex (PCF) service, staff would conduct a large amount of public outreach in conjunction with the three cities (Dallas, Monmouth, and Independence). The PCF is a dial-a-ride service requiring riders to book their trips 24 hours in advance, and provides origin to destination service to the general public. There is a common misconception that the service is only for people with mental or physical disabilities. Cherriots staff have approached planning and public works staff in each city with the idea of redesigning the service to a deviated fixed route, which would have a fixed schedule to accommodate same-day trips. In a recent examination of the service riders, it was clear that about 85 percent of the riders are employees at Garten or Goodwill in Dallas. The bus is highly underutilized in all but the first two hours of the morning when workers go to work and the first two hours of the afternoon when they go home. By changing the kind of service offered, more riders would be able to use the bus, especially because they could just walk to a stop and wait for it to come at the scheduled time.

Before the final service plan and stop locations are determined, public outreach events in each community and an online survey will be conducted to gather public feedback about the proposal. The funds asked for in this grant do not support this outreach effort, but only provide for the purchase and installation of the new bus stop signs and shields. It is estimated that the new service would include up to 45 stops/signs. Eight out of fourteen of the existing Cherriots Regional fixed route stops (for Routes 40X and 50X) would be utilized for the new PCF service as well. All of the new stops would just have a pole and sign with rider/driver transition advanced and it could be determined whether shelters are needed at any stops.

Attached, see pages 8/9 of the Fleet Maintenance and Corridor Plan

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

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.”

- "Volume II of a Regional Transit Plan," approved by the SAMTD Board of Directors on January 28, 2016 includes this project and its elements. This document is provided as an attachment since it is not on the website.
- The regional stop improvements are identified as a need on p. 62.
- The redesign of the Polk County Flex (referred to as the CARTS Route 45 Dial-a-Ride in the plan) is discussed on pages 54 to 56.
- A map of the regional system (fully funded network) can be found on p.45.
- Elements of the project are also mentioned in the “Coordinated Public Transit-Human Services Transportation Plan,” approved by the SAMTD Board of Directors on August 25, 2016. The document is on the Cherriots website here: https://www.cherriots.org/media/doc/SK7 CTP_20160610_corrected_1.pdf.
- Regional stop improvements are identified on p.63 as a needed improvement.
- The Polk County Flex service is documented on p.37 as an existing service.
- The ‘2017 Needs Assessment Report,’ approved by the SAMTD Board of Directors on December 14, 2017, also mentions the need for stop improvements and includes updated demographic maps using the U.S. Census American Community Survey 2015 data.
- Stop improvements like more shelters and more seating are documented as a need on p.72.

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

Enter an amount in dollars.

This project could be scaled to improve only one stop for the ADA bus stop improvements. This would be the stop in Stayton at grant cost of 12,953. The second priority would be the redesign of the Polk County Flex (referred to as the CARTS Route 45 Dial-a-Ride in the plan) as a needed improvement.

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 (b) 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.

STIF-Discretionary funds would enable the development of the relocated stop as well as bringing three stops in the Cherriots Regional system up to ADA standards, which directly benefit seniors and people with disabilities, who have a harder time accessing the bus when there is not a proper facility to make boarding or deboarding the bus safe. SAMTD signed an Intergovernmental Agreement with the City of Stayton in October 2018 with the intention of relocating an existing regional shelter from the Del Webb Operations and Maintenance Facility to a relocated stop on First Avenue in Stayton. Shelters provide a better waiting environment for all riders, but especially people in mobility devices who may not be able to get out of the weather without a shelter available.

The Coordinated Public Transit-Human Services Plan dated August 2016 shows that Dallas, Monmouth, and Independence have populations of seniors (over 65 years old), which are 18.8%, 9.4%, and 8.7% respectively. The Coordinated Public Transit-Human Services Plan dated August 2016 shows that Dallas, Monmouth, and Independence have populations of seniors (over 65 years old), which are 18.8%, 9.4%, and 8.7% respectively.
of the total city populations. The average for the State of Oregon is 13.9% and the average for Polk County is 14.8%. Thus, the improvements to transit in these cities would have a large impact on seniors living in Polk County. The City of Stayton shows a population of 12.9% seniors, which equals the average for Marion County.

Other vulnerable populations in Marion and Polk Counties are low income people (at or below the 200% federal poverty level), those who do not own a car, and Limited English Proficient (LEP) populations. In an on-bus Cherriots rider survey completed in 2016, 59 percent of Cherriots Regional riders were low income, 41% did not have a vehicle they could have used to make their transit trip (either as a driver or as a passenger), and 8 percent identified themselves as LEP. All of these riders will benefit from an increase in accessibility and availability that the proposed changes to the PCF would provide.

The second part of the project is to redesign the Polk County Flex service to a deviated fixed route from its current form, which is a pure dial-a-ride service requiring customers to call and book a ride 24 hours in advance. This is needed to make the service available to more people in Dallas, Monmouth, and Independence, and make it easier for people to use the bus to get to jobs, shopping, education, medical, and social services. It will still have the capability to pick someone up at their door if they cannot walk or find another way to get to a designated stop.

**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 project will improve transit accessibility in the Cities of Dallas and Monmouth, which both have multiple transit providers operating inside their borders. The Falls City Direct Connect (FCDC) is a public transit service operated by Polk County between Falls City, Dallas, and Monmouth. Connections with the Cherriots Regional stops, especially the stop at West Valley Hospital in Dallas will be made easier with an ADA accessible landing past. The Confederated Tribes of Grand Ronde (CTGR) is planning a new service between Grand Ronde and Dallas that would enable people to get to Dallas with a direct connection about five times per day beginning in 2020. Existing Cherriots Regional stops and possibly some future Polk County Flex stops in Dallas would be served by the new CTGR transit service.

SAMTD has intergovernmental agreements (IGA) for maintenance of the bus stop shelters with the cities of Dallas, Monmouth, Independence, and Stayton. Each city has a strong interest in improving the Polk County Flex service as well as upgrading three stops to ADA standards. The City of Stayton signed an IGA with SAMTD in October 2018 to provide for maintenance of the shelter at an improved stop on First Avenue as described above.

**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.

Cherriots Regional operates five fixed routes and one dial-a-ride, which serve sixteen rural communities and Salem in Marion and Polk Counties. This project supports the existing systems by increasing accessibility of four regional stops, and it also improves the availability and access to transit in the three communities of Dallas, Monmouth, and Independence with the redesign of the Polk County Flex service. This sets the stage for increased connections with services like the FCDC and a future service currently planned by the CTGR. Also, the Oregon Cascades West Council of Governments is proposing a study of the 99W corridor between McMinnville and Junction City. Connections with a future service could possibly connect at the existing stops in Monmouth (Main Street between Ecols and Catron). Cherriots is supporting the Statewide Transit Network by increasing accessibility to transit in these Polk County communities through this project.

Accessible stops give a way for more people to ride public transportation, especially for those who are senior or with a physical disability. The redesign of the Polk County Flex would establish up to 45 new fixed stops in three rural communities, which would allow more people to access the bus at a stop near their origin or destination. This service operates in the three largest communities of Polk County, outside of Salem, therefore improving access to transit for a large portion of the county.

**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 Transit District will match the grant at the 20% rate using SAMTD's general fund, non-federal, local funds. The project can be completed within the biennium time frame.

The Cherriots Regional system where the stops are located have proved to be ridership generators for about twenty years. With the designation of the fixed route segment of the service as a "commuter express," only one to three stops can be established per community.

These bus stop improvements will fill existing gaps in the accessibility of the Cherriots Regional system, which will be in place for years to come, as service can be improved with future additional funds. For example, STIF formula grant funds will be used to add Saturday and additional weekday trips to many of the regional routes. This means an increase in ridership beginning in September 2019, and an investment for the future expansion.

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, reductions pollution, and/or supports positive health outcomes.

By increasing accessibility of bus stops and redesigning the Polk County Flex to a service that is more usable by vulnerable populations and the general public, this project supports positive health outcomes for the communities served. This project would occur in parallel to service enhancements provided to the Cherriots Regional system, which are expected to boost ridership significantly. These enhancements include the addition of two weekday round trips for Routes 10X and 40X and the beginning of Saturday service for Routes 10X, 20X, 30X, and 40X. All of the stop improvements would tend to encourage more ridership. The redesign of the PCF service would support an increase in the regional service on weekdays as well.

One of the stops to be improved serves the West Valley Hospital in Dallas, which currently does not have an ADA-accessible stop. By getting people to medical appointments on the bus, health of the communities served could be improved.

**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.

By increasing accessibility of bus stops and redesigning the Polk County Flex (PCF) to a service that is more usable by the general public, this project supports participation in active transportation, including bicycling and walking. The PCF service will be staged for ridership increases, which will increase use and participation in active transportation. Community livability is always increased when more people choose active transportation modes since people are travelling slower, and are thus able to travel safer to their destination. All Cherriots Regional buses have bike racks on the front for two or three bicycles, and increasing the accessibility of each stop increases the likelihood that people access transit through active transportation modes.

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

By bringing bus stops to ADA standards, especially when it involves bridging a curb and sidewalk that currently have a planter strip where passengers board and deboard the bus, safety is increased especially for seniors and people with disabilities who require a hard, flat landing surface when using transit. The redesign of the Polk County Flex to a deviated fixed route will increase ridership, which gets people out of cars and onto buses. This has the potential to decrease traffic and increase safety for all roadway users.

**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.
DCE worksheets are combined for all stop improvements.

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<td>Vehicle Purchase - Replacement or Right-Sizing</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
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<tr>
<td>Equipment Purchase</td>
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<td>$</td>
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<tr>
<td>Facility Purchase</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Signs/Shelters Purchase</td>
<td>$ 49,417</td>
<td>$</td>
<td>$</td>
<td>$ 12,354</td>
<td>$</td>
<td>$ 61,771</td>
</tr>
<tr>
<td>Planning</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
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<tr>
<td>Project Administration</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
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<tr>
<td>Operating</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
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<tr>
<td>Preventive Maintenance</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
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</tr>
<tr>
<td>Mobility Management</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$ 49,417</td>
<td>$ 0</td>
<td>$ 0</td>
<td>$ 12,354</td>
<td>$</td>
<td>$ 61,771</td>
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</table>

### Project Totals and Match Rate

<table>
<thead>
<tr>
<th>Fund Source</th>
<th>Total Project Amount (Grant Amount)</th>
<th>Match Rate</th>
<th>Match Amount</th>
<th>Match Sources</th>
<th>Overmatch Amount (if Any)</th>
<th>Matching Funding is available if project is awarded?</th>
<th>Date Match Available</th>
<th>% of Funds used for Demand Response Transportation</th>
<th>% of Funds used for Fixed Route Transportation</th>
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</thead>
<tbody>
<tr>
<td>STIF Discretionary - All Project Categories (20% Match)</td>
<td>$ 61,771</td>
<td>20%</td>
<td>$ 49,417</td>
<td>$ 12,354</td>
<td>Text</td>
<td>Yes</td>
<td>7/01/2019</td>
<td>35%</td>
<td>65%</td>
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<tr>
<td>STIF Discretionary - All Project Categories, Qualified Projects (10% Match)</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>STIF Intercommunity Discretionary - All Project Categories (20% Match)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>STIF Intercommunity Discretionary - All Project Categories, Qualified Projects (10% Match)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5311 (f) Intercommunity - Operating (50% Match)</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5311 (f) Intercommunity - Capital, Planning, Project Administration, Preventive Maintenance, Mobility Management (20% Match)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<td></td>
</tr>
</tbody>
</table>

### Vehicle Purchase

<table>
<thead>
<tr>
<th>Vehicle Purchase</th>
<th>Vehicle Purchase Type</th>
<th>VIN of vehicle being replaced</th>
<th>Make Model</th>
<th>Vehicle Category</th>
<th>Quantity</th>
<th>Unit Cost</th>
<th>Total Cost</th>
<th>Seats</th>
<th>ADA Stations</th>
<th>Seats w/ADA Stations Deployed</th>
<th>Fuel Type</th>
<th>Estimated Order Date</th>
<th>Estimated Delivery Date</th>
<th>Mileage</th>
<th>Date of Reading</th>
<th>Seller</th>
<th>Vehicle Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Purchase</td>
<td>Expansion/Replacement</td>
<td>Only answer if replacing vehicle</td>
<td>Text</td>
<td>Text</td>
<td>Select Letter (A-E)</td>
<td>$ 0</td>
<td>$ 0</td>
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<td></td>
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<td></td>
<td>G/D/B/E/HG/CNG/OF xx/xx/xxxx xx/xx/xxxx</td>
<td>Only</td>
<td>Only</td>
<td>Only</td>
<td>Only</td>
<td>Only</td>
</tr>
<tr>
<td>Vehicle Purchase 2</td>
<td>Expansion/Replacement</td>
<td>Only answer if replacing vehicle</td>
<td>Text</td>
<td>Text</td>
<td>Select Letter (A-E)</td>
<td>$ 0</td>
<td></td>
<td></td>
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<td></td>
<td>G/D/B/E/HG/CNG/OF xx/xx/xxxx xx/xx/xxxx</td>
<td>Only</td>
<td>Only</td>
<td>Only</td>
<td>Only</td>
<td>Only</td>
</tr>
<tr>
<td>Vehicle Purchase 3</td>
<td>Expansion/Replacement</td>
<td>Only answer if replacing vehicle</td>
<td>Text</td>
<td>Text</td>
<td>Select Letter (A-E)</td>
<td>$ 0</td>
<td></td>
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<td>G/D/B/E/HG/CNG/OF xx/xx/xxxx xx/xx/xxxx</td>
<td>Only</td>
<td>Only</td>
<td>Only</td>
<td>Only</td>
<td>Only</td>
</tr>
<tr>
<td>Vehicle Purchase 4</td>
<td>Expansion/Replacement</td>
<td>Only answer if replacing vehicle</td>
<td>Text</td>
<td>Text</td>
<td>Select Letter (A-E)</td>
<td>$ 0</td>
<td></td>
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<td></td>
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<td>Only</td>
<td>Only</td>
<td>Only</td>
<td>Only</td>
<td>Only</td>
</tr>
<tr>
<td>Vehicle Purchase 5</td>
<td>Expansion/Replacement</td>
<td>Only answer if replacing vehicle</td>
<td>Text</td>
<td>Text</td>
<td>Select Letter (A-E)</td>
<td>$ 0</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>G/D/B/E/HG/CNG/OF xx/xx/xxxx xx/xx/xxxx</td>
<td>Only</td>
<td>Only</td>
<td>Only</td>
<td>Only</td>
<td>Only</td>
</tr>
<tr>
<td>Vehicle Purchase 6</td>
<td>Expansion/Replacement</td>
<td>Only answer if replacing vehicle</td>
<td>Text</td>
<td>Text</td>
<td>Select Letter (A-E)</td>
<td>$ 0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>G/D/B/E/HG/CNG/OF xx/xx/xxxx xx/xx/xxxx</td>
<td>Only</td>
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<td>Only</td>
<td>Only</td>
<td>Only</td>
</tr>
<tr>
<td>Vehicle Purchase 7</td>
<td>Expansion/Replacement</td>
<td>Only answer if replacing vehicle</td>
<td>Text</td>
<td>Text</td>
<td>Select Letter (A-E)</td>
<td>$ 0</td>
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<td>Only</td>
<td>Only</td>
<td>Only</td>
</tr>
<tr>
<td>Vehicle Purchase 8</td>
<td>Expansion/Replacement</td>
<td>Only answer if replacing vehicle</td>
<td>Text</td>
<td>Text</td>
<td>Select Letter (A-E)</td>
<td>$ 0</td>
<td></td>
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<td>G/D/B/E/HG/CNG/OF xx/xx/xxxx xx/xx/xxxx</td>
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</tbody>
</table>
Vehicle Replacement Information

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

Equipment, Bus Stop Amenities, and Other Assets

<table>
<thead>
<tr>
<th>Equipment, Signs, Shelters, Facilities, Land</th>
<th>Item Description</th>
<th>Model Number</th>
<th>Quantity</th>
<th>Estimated Unit Cost</th>
<th>Total Cost</th>
<th>Expected Order Date</th>
<th>Expected Delivery Date</th>
<th>Item Location</th>
<th>Lot Size</th>
<th>Square Footage</th>
<th>If breaking ground, have you filled out DCE?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Row 1</td>
<td>Relocate two stops in Stayton; construct concrete pad and sidewalk at a relocated Cherriots Regional stop in Stayton (1st @ Fir relocated to 1st @ Reg)</td>
<td>N/A</td>
<td>1</td>
<td>$ 16,191</td>
<td>$ 16,191</td>
<td>10/22/2019</td>
<td>01/24/2020 Relocating stops from 1st @ Fir (Stayton) to 1st @ Reg (Stanton)</td>
<td>N/A</td>
<td>225</td>
<td>✔ ✔ ✔ ✔</td>
<td>If Applicable</td>
</tr>
<tr>
<td>Row 2</td>
<td>Construct new ADA landing pad at existing stop in Stayton. Text</td>
<td>N/A</td>
<td>1</td>
<td>$ 7,414</td>
<td>$ 7,414</td>
<td>10/22/2019</td>
<td>01/24/2020 Washington @ 4th OB (Stayton)</td>
<td>N/A</td>
<td>150</td>
<td>✔ ✔ ✔ ✔</td>
<td>If Applicable</td>
</tr>
<tr>
<td>Row 3</td>
<td>Construct new ADA landing pad at existing stop in Independence. Text</td>
<td>N/A</td>
<td>1</td>
<td>$ 9,912</td>
<td>$ 9,912</td>
<td>10/22/2019</td>
<td>01/24/2020 Main @ Polk OB (Independence)</td>
<td>N/A</td>
<td>200</td>
<td>✔ ✔ ✔ ✔</td>
<td>If Applicable</td>
</tr>
<tr>
<td>Row 4</td>
<td>Construct new ADA landing pad at existing stop in Dallas (West Valley Hospital). Text</td>
<td>N/A</td>
<td>1</td>
<td>$ 4,879</td>
<td>$ 4,879</td>
<td>10/22/2019</td>
<td>01/24/2020 Washington @ Lewis (Dallas)</td>
<td>N/A</td>
<td>100</td>
<td>✔ ✔ ✔ ✔</td>
<td>If Applicable</td>
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<tr>
<td>Row 5</td>
<td>Purchase new bus stop signs Text</td>
<td>N/A</td>
<td>53</td>
<td>$ 55</td>
<td>$ 2,915</td>
<td>10/01/2019</td>
<td>11/15/2019 Up to 53 locations in Stayton, Dallas, Mommont, and Independence.</td>
<td>N/A</td>
<td>N/A</td>
<td>✔ ✔ ✔ ✔</td>
<td>If Applicable</td>
</tr>
<tr>
<td>Row 6</td>
<td>Purchase new bus stop poles Text</td>
<td>N/A</td>
<td>45</td>
<td>$ 88</td>
<td>$ 3,960</td>
<td>10/01/2019</td>
<td>11/15/2019 Up to 45 locations in Dallas, Mommont, and Independence.</td>
<td>N/A</td>
<td>N/A</td>
<td>✔ ✔ ✔ ✔</td>
<td>If Applicable</td>
</tr>
<tr>
<td>Row 7</td>
<td>Installation of bus stop poles and signs Text</td>
<td>N/A</td>
<td>50</td>
<td>$ 330</td>
<td>$ 16,500</td>
<td>10/22/2019</td>
<td>01/24/2020 Up to 53 locations in Stayton, Dallas, Mommont, and Independence.</td>
<td>N/A</td>
<td>N/A</td>
<td>✔ ✔ ✔ ✔</td>
<td>If Applicable</td>
</tr>
<tr>
<td>Row 8</td>
<td>Text</td>
<td>#</td>
<td>$ 0</td>
<td>xx/xx/xxxx</td>
<td>xx/xx/xxxx</td>
<td>✔ ✔ ✔ ✔</td>
<td>If Applicable</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Row 9</td>
<td>Text</td>
<td>#</td>
<td>$ 0</td>
<td>xx/xx/xxxx</td>
<td>xx/xx/xxxx</td>
<td>✔ ✔ ✔ ✔</td>
<td>If Applicable</td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>Row 10</td>
<td>Text</td>
<td>#</td>
<td>$ 0</td>
<td>xx/xx/xxxx</td>
<td>xx/xx/xxxx</td>
<td>✔ ✔ ✔ ✔</td>
<td>If Applicable</td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

Document Upload 250

Documents Requested *

| Document 1 | Volume II of Salem-Keizer Transit Regional Plan 2016 |
| Document 3 | SAMTD-Dallas IGA |
| Document 4 | SAMTD-Independence IGA |
| Document 5 | SAMTD-Stayton IGA |
| Document 6 | SAMTD-Coordinated Plan - Aug 2016 |
| Document 7 | STIFAC compliance documentation |
| Document 8 | SAMTD Fleet Maintenance and Corridor Plan |
| Document 9 | DCE worksheets combined |
| Document 10 | District Wide Org Chart |

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

**Security Cameras**

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

10. Did your agency stay on budget in the past two years?
    - Yes
    - ✓ No
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 response on the Document Upload tab of the application and write “See Upload.”

Kathleen McClaskey the Transit Manager will oversee all portions of this project. Installation and equipment purchase will be completed through an outside contractor. The equipment will also be monitored daily by Transit Drivers. The Transit Manager has 25 years experience in operating camera and security systems on buses.

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

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.

- Safety Vision will be installing the system and the Transit Manager will oversee the project and the system once it is installed.

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.”

Woodburn Transit System plans to upgrade the security camera system in its fleet of 3 cutaway buses and 3 big buses. Security cameras will be installed in 4 mini-vans and 1 MV-1 vehicle. Completing this work will ensure the safety of our passengers and drivers.

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

See guidance for exemptions to this requirement.
Transit Plan: 5-8 Survey - Figure 5-26 Safety on the bus rated high, (9-6) Performance Standards - Provide criteria for the design and operation of safe and effective transit service. (9-1) Vision Statement: Woodburn will be a safe, vibrant, full service community. To provide a clean, safe, reliable, efficient, sustainable, and affordable public transportation service for people traveling within Woodburn with a focus on those who do not have transportation options.

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

Enter an amount in dollars.

$20,147

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) Interagency Discretionary

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

Woodburn Transit Service (WTS) provides transportation services to the general public, with the vast majority being seniors and persons with disabilities. Woodburn’s Fixed Route and complementary paratransit programs operate within the city limits of Woodburn. The volunteer medical program transports clients to medical appointments outside of Woodburn to areas between Salem to Portland.

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

NA

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.

Woodburn Transit Service (WTS) provides transportation services to the general public, with the vast majority being seniors and persons with disabilities. Woodburn’s Fixed Route and complementary paratransit programs operate within the city limits of Woodburn. The volunteer medical program transports clients to medical appointments outside of Woodburn to areas between Salem to Portland.

Upgrading and adding security cameras to Woodburn Transit System’s Fleet will assist in monitoring and responding to situations on board vehicles. The system will monitor the safety and security of passengers, employees, and equipment. The camera system will be used to track the operating status of the transit and transportation networks, alerting staff to possible delays or closures and will help to warn of possible intentional acts of crime of violence.

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. Woodburn would use STF Funds.

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.

NA

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

The camera system will monitor the safety and security of passengers, employees, and equipment.

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

The camera system will monitor the safety and security of passengers, employees, and equipment.
### Project Category and Fund Source

<table>
<thead>
<tr>
<th>Project Category</th>
<th>Project Cost</th>
<th>Other Fund Source (Federal)</th>
<th>Other Fund Source (State)</th>
<th>Other Fund Source (Local)</th>
<th>Other Fund Source (Other)</th>
<th>Project Category Totals</th>
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<tbody>
<tr>
<td>Vehicle Purchase - Expansion</td>
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<td>$ 0</td>
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<tr>
<td>Vehicle Purchase - Replacement or Right-Sizing</td>
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<td>$ 300</td>
<td>$ 0</td>
<td>$ 4,029</td>
<td>$ 20,147</td>
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<td>Facility Purchase</td>
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<td>Signs/Shelters Purchase</td>
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<td>$ 300</td>
<td>$ 0</td>
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### Project Totals and Match Rate

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<tr>
<th>Fund Source</th>
<th>Total Project Amount (Grant Amount + Match Amount)</th>
<th>Match Rate</th>
<th>Grant Amount</th>
<th>Match Amount</th>
<th>Match Sources</th>
<th>Overmatch Amount (if Any)</th>
<th>Match Funding is available if project is awarded?</th>
<th>Date match available</th>
<th>% of Funds used for Demand Response Transportation</th>
<th>% of Funds used for Fixed Route Transportation</th>
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<tr>
<td>STIF Discretionary - All Project Categories (20% Match)</td>
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<td>20%</td>
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<td>$ 0</td>
<td>$ 4,029 STF</td>
<td>Text</td>
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<td>% 50</td>
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<td>Text</td>
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<td>% 100</td>
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<tr>
<td>STIF Intercommunity Discretionary - All Project Categories (20% Match)</td>
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<td>$ 0</td>
<td>Text</td>
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<td>% 100</td>
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<tr>
<td>STIF Intercommunity Discretionary - All Project Categories, Qualified Projects (10% Match)</td>
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<td>$ 0</td>
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<td>Text</td>
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<td>$ Yes/No xx/xx/xxxx</td>
<td>% 100</td>
<td>% 100</td>
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### Vehicle Purchase

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<tr>
<th>Vehicle Purchase Type</th>
<th>VIN of vehicle being replaced</th>
<th>Make Model</th>
<th>Unit Cost</th>
<th>Total Cost</th>
<th>Seats</th>
<th>ADA Stations</th>
<th>Fuel Type</th>
<th>Estimated Order Date</th>
<th>Mileage</th>
<th>Date of Reading</th>
<th>Seller</th>
<th>Vehicle Condition</th>
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<tbody>
<tr>
<td>Vehicle Purchase 1</td>
<td>Only answer if replacing vehicle Text</td>
<td>Text</td>
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<td>#</td>
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<td>Only answer if purchasing purchasing purchasing purchasing used vehicle</td>
<td>Only answer if purchasing purchasing purchasing purchasing used vehicle</td>
</tr>
<tr>
<td>Vehicle Purchase 2</td>
<td>Only answer if replacing vehicle Text</td>
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<td>#</td>
<td>#</td>
<td>#</td>
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<td>Only answer if purchasing purchasing purchasing purchasing used vehicle</td>
</tr>
<tr>
<td>Vehicle Purchase 3</td>
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<td>#</td>
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<td>Only answer if purchasing purchasing purchasing purchasing used vehicle</td>
<td>Only answer if purchasing purchasing purchasing purchasing used vehicle</td>
</tr>
<tr>
<td>Vehicle Purchase 4</td>
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<td>#</td>
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<td>Only answer if purchasing purchasing purchasing purchasing used vehicle</td>
<td>Only answer if purchasing purchasing purchasing purchasing used vehicle</td>
</tr>
<tr>
<td>Vehicle Purchase 5</td>
<td>Only answer if replacing vehicle Text</td>
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<td>#</td>
<td>#</td>
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</tr>
<tr>
<td>Vehicle Purchase 6</td>
<td>Only answer if replacing vehicle Text</td>
<td>Select Letter (A-E)</td>
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<td>#</td>
<td>#</td>
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</tr>
<tr>
<td>Vehicle Purchase 7</td>
<td>Only answer if replacing vehicle Text</td>
<td>Select Letter (A-E)</td>
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<td>Only answer if purchasing purchasing purchasing purchasing used vehicle</td>
<td>Only answer if purchasing purchasing purchasing purchasing used vehicle</td>
</tr>
<tr>
<td>Vehicle Expansion/Replacement Only</td>
<td>Only</td>
<td>Text</td>
<td>Text</td>
<td>Select</td>
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<td>Only</td>
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## Vehicle Replacement Information

<table>
<thead>
<tr>
<th>Vehicles to Be Replaced</th>
<th>Year Make Model</th>
<th>Vehicle Category</th>
<th>VIN</th>
<th>Seats</th>
<th>ADA Stations Deployed</th>
<th>ADA Stations</th>
<th>Fuel Type</th>
<th>Vehicle Mileage</th>
<th>Disposal Type</th>
<th>Vehicle Condition</th>
<th>Vehicle Maintenance History</th>
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</thead>
<tbody>
<tr>
<td>Vehicle Replaced 1</td>
<td>xxxx Text</td>
<td>Select Letter (A-E) digits</td>
<td>#</td>
<td>#</td>
<td>G/D/B/E/HG/CNG/OF</td>
<td>#</td>
<td># Sale/Donate/Salvage</td>
<td>Good/Adequate/Marginal/Poor</td>
<td>Also include Right-sizing justification if applicable.</td>
<td></td>
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<tr>
<td>Vehicle Replaced 2</td>
<td>xxxx Text</td>
<td>Select Letter (A-E) digits</td>
<td>#</td>
<td>#</td>
<td>G/D/B/E/HG/CNG/OF</td>
<td>#</td>
<td># Sale/Donate/Salvage</td>
<td>Good/Adequate/Marginal/Poor</td>
<td>Also include Right-sizing justification if applicable.</td>
<td></td>
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</tr>
<tr>
<td>Vehicle Replaced 3</td>
<td>xxxx Text</td>
<td>Select Letter (A-E) digits</td>
<td>#</td>
<td>#</td>
<td>G/D/B/E/HG/CNG/OF</td>
<td>#</td>
<td># Sale/Donate/Salvage</td>
<td>Good/Adequate/Marginal/Poor</td>
<td>Also include Right-sizing justification if applicable.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicle Replaced 4</td>
<td>xxxx Text</td>
<td>Select Letter (A-E) digits</td>
<td>#</td>
<td>#</td>
<td>G/D/B/E/HG/CNG/OF</td>
<td>#</td>
<td># Sale/Donate/Salvage</td>
<td>Good/Adequate/Marginal/Poor</td>
<td>Also include Right-sizing justification if applicable.</td>
<td></td>
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</tr>
<tr>
<td>Vehicle Replaced 5</td>
<td>xxxx Text</td>
<td>Select Letter (A-E) digits</td>
<td>#</td>
<td>#</td>
<td>G/D/B/E/HG/CNG/OF</td>
<td>#</td>
<td># Sale/Donate/Salvage</td>
<td>Good/Adequate/Marginal/Poor</td>
<td>Also include Right-sizing justification if applicable.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicle Replaced 6</td>
<td>xxxx Text</td>
<td>Select Letter (A-E) digits</td>
<td>#</td>
<td>#</td>
<td>G/D/B/E/HG/CNG/OF</td>
<td>#</td>
<td># Sale/Donate/Salvage</td>
<td>Good/Adequate/Marginal/Poor</td>
<td>Also include Right-sizing justification if applicable.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicle Replaced 7</td>
<td>xxxx Text</td>
<td>Select Letter (A-E) digits</td>
<td>#</td>
<td>#</td>
<td>G/D/B/E/HG/CNG/OF</td>
<td>#</td>
<td># Sale/Donate/Salvage</td>
<td>Good/Adequate/Marginal/Poor</td>
<td>Also include Right-sizing justification if applicable.</td>
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<td>Select Letter (A-E) digits</td>
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<td>#</td>
<td>G/D/B/E/HG/CNG/OF</td>
<td>#</td>
<td># Sale/Donate/Salvage</td>
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<td># Sale/Donate/Salvage</td>
<td>Good/Adequate/Marginal/Poor</td>
<td>Also include Right-sizing justification if applicable.</td>
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<td>Select Letter (A-E) digits</td>
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<td># Sale/Donate/Salvage</td>
<td>Good/Adequate/Marginal/Poor</td>
<td>Also include Right-sizing justification if applicable.</td>
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## Equipment, Bus Stop Amenities, and Other Assets

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<tr>
<th>Equipment, Signs, Shelters, Facilities, Land</th>
<th>Item Description</th>
<th>Model Number</th>
<th>Quantity</th>
<th>Estimated Unit Cost</th>
<th>Total Cost</th>
<th>Expected Order Date</th>
<th>Expected Item Delivery Date Location</th>
<th>Lot Size</th>
<th>Square Footage</th>
<th>If breaking ground, have you filled out DCE?</th>
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<tbody>
<tr>
<td>Row 1</td>
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<td>4000-HVR-2</td>
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<td>$989 2,967</td>
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<td>Row 2</td>
<td>A/V out adaptor for 4000 Text</td>
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<td>3 #</td>
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<td>Row 4</td>
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<td>Row 6</td>
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<td>Row 7</td>
<td>256 GB SD Card Text</td>
<td>SD-256GS</td>
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<td>If Applicable</td>
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<td>UPS back-up battery for the 4000-HVR, 4100-HVR, &amp; 4112-HVR Text</td>
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<td>e</td>
<td>If Applicable</td>
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<td>Panic Button Kit for 41's Text</td>
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<td>Panic Button for 4108/4112/4116 Text</td>
<td>41-Panic</td>
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<td>03/12/2019 Woodburn, xx/xx/xxxx OR</td>
<td>e</td>
<td>If Applicable</td>
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### Document Upload

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<th>Document Requested</th>
<th>Required?</th>
<th>Attached Documents</th>
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<tr>
<td>Document 2</td>
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<td>Document 10</td>
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Application ID: 135252
Oregon Cascades West Council of Governments

99W Transit Corridor Feasibility Analysis and Implementation

Jump to: Application Questions  Budget and Project Tables  Document Upload

Application Questions

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.OKeefe@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
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."

Oregon Cascades West Council of Governments currently has multiple intergovernmental Agreements (IGAs) with the Oregon Department of Transportation (ODOT). Each IGA is for a different grant or operating agreement, and the specifics of reporting and billing vary. In addition to a regional park and ride analysis and multimodal connectivity grant, OCWCOG serves as the administrative and fiduciary agent for Corvallis Area MPO, Albany Area MPO, and the Linn Benton Loop. Our administrative and finance staff manage all of these contracts with clear communication, project management software and organization. An organizational chart of our project team is included in Attachment 1.

In addition to this, OCWCOG as a whole manages $39 million in state and federal contracts, further demonstrating our legal, managerial and operational capabilities, including our regular reporting duties.

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

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.

OCWCOG plans to partner with the Institute for Policy Research and Engagement at the University of Oregon. The Institute for Policy Research and Engagement (formerly Community Service Center) at the University of Oregon is an interdisciplinary institute that assists Oregon communities by providing planning and technical assistance to help solve local issues and improve the quality of life for Oregon residents. The role of the Institute for Policy Research and Engagement (IPRE) is to link the skills, expertise, and innovation of higher education with the economic development and environmental needs of communities and regions in the State of Oregon, thereby providing service to Oregon and learning opportunities to the students involved.

Cascades West has partnered with IPRE on multiple occasions previously, and for each project included a clear scope of work in contract documents. This helped outline their responsibility as a sub-contractor and our role as a prime contractor. Monthly progress and billing reports are submitted, and our project manager will maintain regular communication with the lead staff at IPRE. More information on IPRE is included in Attachment 1.

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."

Our project proposes to assess and implement the need for transit along the 99W corridor from McMinnville to Junction City, as part of a larger regional connection along 99W from Eugene to Portland. Currently, the City of Monroe is completely unserved by transit, and additional gaps along 99W prevent the use of anything but a private automobile to connect urban employment centers to rural residential communities. An overview map is included in Attachment 2, and additional information on the project scope and schedule are included in Attachment 3.

Currently, Lane Transit District runs service from Eugene to Junction City, Benton County serves between Corvallis and Adair Village, cheriots serves from Monmouth to Salem, and Yamhill County Transit serves from Salem to McMinnville, and north to the Portland Metro area.

The project will be broken into three phases; Demand Analysis, Implementation Plan, and Operations. Phase I, the Demand Analysis will ascertain when and how often the service should run, and where it should stop. We will determine this through existing transit provider interviews, focus groups in communities along the corridor, and stakeholder surveys of existing and potential riders. This information will be consolidated into a preliminary route analysis. Phase II, the Implementation Plan, will refine route details, determine vehicle type, and create a brand and marketing strategy. Phase III will involve operating the service for up to two years from the initial start date.

We estimate this would take 9-12 months from the time the grant agreement is in place, October 1. This would allow the service to start in October 2020, once summer is over and residents have returned to normal work schedules. This would give time to assess and implement sustainable funding mechanisms for the long term operation, or if the service proves unsuccessful, discontinue it. We will use traditional transit metrics for this evaluation including but not limited to cost per revenue hour of operation, passenger boardings, and route on time percentage. The project phases have been further outlined in Attachment 3.

The Oregon Cascades West Council of Governments (OCWCOG) is well poised to take on this project, and we have enlisted the help of the Institute for Policy Research and Engagement (IPRE) to further assist us. OCWCOG’s region includes Benton, Lincoln, and Linn Counties, for which the bulk of the 99W corridor identified in this project falls within. The cities of Monroe, Corvallis, and Adair Village are all OCWCOG members, and the primary cities we’d connect along the corridor. We also have a working relationship with connecting service providers along the corridor including Lane Transit District, Cherioets, Corvallis Transit and Benton County Transit. The Institute for Policy Research and Engagement will assist in public outreach efforts, branding and marketing materials. They have extensive experience in community engagement throughout the state of Oregon over the last 40 years, and have previously assisted other agencies on transit feasibility studies.

This project will not compete with for-profit providers. If the project is not funded, rural communities along Highway 99W will continue to be unserved or underserved by transit, and without transportation options, likely required to continue using automobiles as their only method of transportation.

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

See guidance for exemptions to this requirement.

This project is either directly supported or mentioned in five local, regional or state plans including:

- Oregon Public Transportation Plan
- Salem-Keizer Long Range Regional Transit Plan
- Central Willamette Valley Regional Coordinated Care Plan
- Benton County Transportation System Plan, and
- Corvallis Transportation System Plan.

A summary of each plan, the location, and appropriate page numbers is included in Attachment 4. Furthermore, the project fills a gap in the Statewide Transit Network, as identified in Attachment 2, and Attachment 5. While identification of the project in local plans is not required if it fills a gap in the STN, the prevalence in local plans further strengthens the need for our project.

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

Enter an amount in dollars.

$102,340

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

✔ 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.

Attachment 6 is a map of the communities along the 99W Corridor this project would connect with larger metropolitan areas. All cities have a higher or nearly equal percentage of low income residents compared with the State of Oregon. Additionally, Monroe, which is currently unserved by any transit, has over twice the state average for people with a disability. Collectively, these cities represent 75,000 additional people which would be connected to top three metropolitan areas in the state.

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 traverses six counties in Oregon, in which seven public transit providers currently operate. It is a regional collaboration in nature and we have letters of support from two of these agencies, demonstrating their support and investment in the project. Through our proposed public outreach, we would conduct focus groups in multiple cities, and multiple counties along the corridor. We plan to work with each agency to coordinate meetings, and eventually any schedules for the new service.

Benton County, who has the project identified in their transportation system plan, currently operates service between Corvallis and Adair Village. We plan to coordinate with them and assess whether the vehicle used for that route could be incorporated into a longer route along the corridor, maximizing collaboration and public investment.

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 fills a gap in the Statewide Transit Network, connects multiple transit providers, and links small, rural communities with larger urban centers. Attachments 2 and 6 contain an overview of the connections the service would provide, while Attachments 2 and 5 illustrate the gap in the Statewide Transit Network this service would fill.

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. We anticipate requesting match from Benton County’s formula funds as this project is identified in their TSP at one of only three transit projects, and as it will serve rural areas, the match will be 10%. If we are unsuccessful with formula funding, we will explore partnering with transit agencies in the region to share the cost burden for match. During the pilot period, we will explore long term funding strategies with the surrounding counties, state and federal partners, and neighboring transit 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 = 10%, STN = 10%)

24. Describe how the project reduces greenhouse gas emissions, reduces pollution, and/or supports positive health outcomes. Through the expansion of transit service to communities previously unserved or underserved, this project will provide a method of travel other than single passenger vehicles to more of the Oregon population. By improving transit access, we believe we have the opportunity to support positive health outcomes.

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. As mentioned earlier, this project would connect nearly 75,000 people to the largest metropolitan areas in the state. Providing access to these residents would encourage the use of public transportation for commuting, trips to the store, and potentially recreational trips on the weekend. Furthermore, it will shorten the link for anyone traveling from the coast to the Willamette Valley, saving time by avoiding the connection with long distance service on I-5.

Attachment 7 demonstrates the critical regional link this service would provide.

26. Describe how the project supports and improves safety of passengers in transit vehicles and safety of other roadway users. The 99W corridor, outside of city centers, is perceptibly safe for public transportation and the addition of a route through the rural areas provides for risk reduction across all travel modes. While this route serves some of the larger cities along the 99W corridor, it covers a primarily rural geography. Public transportation options are generally limited in rural communities, leaving people to take other modes of transportation for work, recreation, and personal use. By providing a new route that serves job centers, public and private recreation options, and shopping and medical providers, passengers will be able to access their needs without opting for a single-occupancy vehicle trip, or biking or walking in a potentially unsafe environment (45 mph +, with sporadic sidewalks and bike lanes).

Other roadway users may benefit from this service by increased ridership lessening traffic and limiting the number of other users on the road and thereby reducing possible accidents at conflicts points.

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. For the 19-21 Biennium, describe the plan for ongoing funding, including match.

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

Budget and Project Tables

Project Category and Fund Source

<table>
<thead>
<tr>
<th>Project Category</th>
<th>Project Cost</th>
<th>Other Fund Source (Federal)</th>
<th>Other Fund Source (State)</th>
<th>Other Fund Source (Local)</th>
<th>Other Fund Source (Other)</th>
<th>Project Category Totals</th>
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</thead>
<tbody>
<tr>
<td>Vehicle Purchase - Expansion</td>
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<td>$</td>
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<td>Preventive Maintenance</td>
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<td>$</td>
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<tr>
<td>Mobility Management</td>
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<td>$</td>
<td>$</td>
<td>$</td>
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<td>$</td>
</tr>
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<td><strong>Total</strong></td>
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<td>$ 0</td>
<td>$ 0</td>
<td>$ 0</td>
<td>$ 827,340</td>
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Project Totals and Match Rate

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<tr>
<th>Fund Source</th>
<th>Total Project Amount (Grant Amount + Match Amount)</th>
<th>Match Rate</th>
<th>Grant Amount</th>
<th>Match Amount Sources</th>
<th>Overmatch Amount (If Any)</th>
<th>Match Funding is available if project is awarded?</th>
<th>Date match available</th>
<th>% of Funds used for Demand Response Transportation</th>
<th>% of Funds used for Fixed Route Transportation</th>
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</thead>
<tbody>
<tr>
<td>STIF Discretionary - All Project Categories (20% Match)</td>
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<td>%</td>
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<td>$ 0</td>
<td>Test</td>
<td>Yes/No</td>
<td>xx/xx/xxxx</td>
<td>%</td>
<td>100%</td>
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### Vehicle Purchase

<table>
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<th>Vehicle Purchase</th>
<th>Vehicle Purchase Type</th>
<th>VIN of vehicle being replaced</th>
<th>Make Model</th>
<th>Vehicle Category</th>
<th>Quantity</th>
<th>Unit Cost</th>
<th>Total Cost</th>
<th>Seats</th>
<th>ADA Stations</th>
<th>Seats w/ADA Stations Deployed</th>
<th>Fuel Type</th>
<th>Estimated Order Date</th>
<th>Estimated Delivery Date</th>
<th>Mileage</th>
<th>Date of Reading</th>
<th>Seller</th>
<th>Vehicle Condition</th>
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</thead>
<tbody>
<tr>
<td>Vehicle Purchase 1</td>
<td>Expansion/Replacement</td>
<td>Only if answer if replacing vehicle</td>
<td>TBD</td>
<td>Text</td>
<td>Select Letter (A-E)</td>
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<td>#</td>
<td>#</td>
<td>G/D/B/E/HG/CNG/OF</td>
<td>xx/xx/xxxx</td>
<td>xx/xx/xxxx</td>
<td>Only answer if purchasing</td>
<td>Only answer if purchasing</td>
<td>Only answer if purchasing</td>
<td>Only answer if purchasing</td>
</tr>
<tr>
<td>Vehicle Purchase 2</td>
<td>Expansion/Replacement</td>
<td>Only if answer if replacing vehicle</td>
<td>TBD</td>
<td>Text</td>
<td>Select Letter (A-E)</td>
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<td>#</td>
<td>#</td>
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</tr>
<tr>
<td>Vehicle Purchase 4</td>
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<td>Text</td>
<td>Select Letter (A-E)</td>
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<td>Select Letter (A-E)</td>
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<td>Text</td>
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<td>Vehicle Purchase 10</td>
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### Vehicle Replacement Information

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<th>Vehicles to Be Replaced</th>
<th>Year Make Model</th>
<th>VIN of vehicle being replaced</th>
<th>Vehicle Category</th>
<th>Seats</th>
<th>ADA Stations</th>
<th>Seats with ADA Stations Deployed</th>
<th>Fuel Type</th>
<th>Vehicle Mileage</th>
<th>Disposal Type</th>
<th>Vehicle Condition</th>
<th>Vehicle Maintenance History</th>
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<td>Select 17 Letter (A-E) digits</td>
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<td>#</td>
<td>G/D/B/E/HG/CNG/OF</td>
<td>#</td>
<td>#</td>
<td>#</td>
<td>Sale/Donate/Salvage Good/Adequate/Marginal/Poor Also include Right-sizing justification if applicable.</td>
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<td>G/D/B/E/HG/CNG/OF</td>
<td>#</td>
<td>#</td>
<td>#</td>
<td>Sale/Donate/Salvage Good/Adequate/Marginal/Poor Also include Right-sizing justification if applicable.</td>
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<td>#</td>
<td>#</td>
<td>#</td>
<td>Sale/Donate/Salvage Good/Adequate/Marginal/Poor Also include Right-sizing justification if applicable.</td>
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</tr>
<tr>
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<td>G/D/B/E/HG/CNG/OF</td>
<td>#</td>
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<td>#</td>
<td>Sale/Donate/Salvage Good/Adequate/Marginal/Poor Also include Right-sizing justification if applicable.</td>
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<td>Sale/Donate/Salvage Good/Adequate/Marginal/Poor Also include Right-sizing justification if applicable.</td>
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<td>Sale/Donate/Salvage Good/Adequate/Marginal/Poor Also include Right-sizing justification if applicable.</td>
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<td>G/D/B/E/HG/CNG/OF</td>
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## Equipment, Bus Stop Amenities, and Other Assets

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<th>Item Location</th>
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### Document Upload

- **Documents Requested**: Required?
- **Attached Documents**: *999W All Attachments*

*ZoomGrants™ is not responsible for the content of uploaded documents.*
STIF Discretionary and Statewide Transit Network Program Guidance for ACT comments on Applications

Regional Transit Coordinators:
Theresa Conley, Mark Bernard, Frank Thomas,
Arla Miller, Jason Kelly, Jennifer Boardman

Topics
• Statewide priorities
• Selection process
• Project selection criteria
• Schedule
Overview – Two Solicitations

• **Statewide Transportation Improvement Fund (STIF) Discretionary** solicitation (5 % of STIF)

• **Statewide Transit Network Program**
  discretionary solicitation, funded from two sources:
  – Federal Transit Administration (FTA)
    Section 5311(f)
  – STIF Intercommunity Fund (4 % of STIF)

Statewide Priorities

STIF Discretionary and Statewide Transit Network Program investment priorities are guided by:

• Oregon Public Transportation Plan

• Oregon Administrative Rule (OAR) Chapter 732, Divisions 40 and 44

• FTA Circular C 9040.1.G
OTC Investment Priorities
Discretionary and Statewide Transit Network

- Improve transit for vulnerable populations
- Improve coordination between providers
- Fill gaps in the statewide transit network
- Reduce greenhouse gas emissions and improve public health
- Encourage sustainable funding plans
- Maintain fleet condition
- Improve use of active transportation

Fund Availability

<table>
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<tr>
<th>Funding Sources</th>
<th>Amount</th>
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<td>STIF Discretionary Fund (5%)</td>
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<tr>
<td>Statewide Transit Network Program</td>
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<tr>
<td>STIF Intercommunity Fund (4%)</td>
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<tr>
<td>FTA Section 5311(f)</td>
<td>$1.3 M</td>
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Project Selection Process

- Applications due Feb. 1, 2019
- ODOT reviews for eligibility and completeness
- Area Commissions on Transportation and STIF Advisory Committees review
- ODOT Project Selection Committee scores and ranks
- Public Transportation Advisory Committee recommends to Oregon Transportation Commission
- OTC reviews and decides which projects will be awarded funds
- ODOT notifies applicants of award decision, August 2019

Role of Area Commissions on Transportation

- Review applications relevant to ACT area of responsibility
- ACTs may provide comments on applications related to:
  - Evaluation criteria
  - Local knowledge of transportation planning and investments
  - Opportunities for fund leverage

The ODOT selection committee will consider ACT comments when ranking projects. ACT comments will be provided to PTAC.
Resources

• Solicitation Materials:  
  https://www.oregon.gov/ODOT/RPTD/Pages/Funding-Opportunities.aspx

• STIF Web Page:  
  https://www.oregon.gov/ODOT/RPTD/Pages/STIF.aspx

Contacts

• Patrick DePriest, STIF Intercommunity Coordinator,  
  503-986-3312, Patrick.depriest@odot.state.or.us

• Karyn Criswell, STIF Project Manager, 503-856-6172,  
  Karyn.C.Criswell@odot.state.or.us
The Statewide Transportation Improvement Fund (STIF) Discretionary and Statewide Transit Network Program solicitation process provides Area Commissions on Transportation (ACT) the opportunity to review and comment on applications relevant to their areas of responsibility.

### Review applications online

1. Open a web browser and go to: https://www.cognitoforms.com/ODOT2/STIFDiscretionaryAndStatewideTransitNetworkFundPrograms
2. Complete the contact information.
3. Once you select the name of your ACT, a new section will appear for project review.
4. Select the project you want to review from the “Project List” dropdown.
5. To review additional projects, select the “Add Project” button.
6. When you have completed review of all projects, select “Submit.”

### Submit comments

Use the web form to answer the following questions for each project you want to comment on.

*Given the project selection criteria and your local knowledge, do you support funding this project? Please provide your reasons for answering yes or no.*

*Do you have additional feedback about the reviewed project that the Oregon Transportation Commission should consider in making their final determination?*

### Schedule

- **Feb. 15** Applications made available for ACT review and comment
- **April 12** ACT comments on applications due

### Contact

Contact your local Regional Transit Coordinator or the STIF Intercommunity Coordinator for questions or technical assistance

<table>
<thead>
<tr>
<th>Region 1</th>
<th>Region 4</th>
</tr>
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<tbody>
<tr>
<td>Jason Kelly</td>
<td>Theresa Conley</td>
</tr>
<tr>
<td><a href="mailto:jason.d.kelly@odot.state.or.us">jason.d.kelly@odot.state.or.us</a></td>
<td><a href="mailto:theresa.l.conley@odot.state.or.us">theresa.l.conley@odot.state.or.us</a></td>
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<table>
<thead>
<tr>
<th>Region 2A</th>
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<tbody>
<tr>
<td>Aria Miller</td>
<td>Frank Thomas</td>
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<td><a href="mailto:arla.miller@odot.state.or.us">arla.miller@odot.state.or.us</a></td>
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<th>Region 2B</th>
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<td>Mark Bernard</td>
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<tr>
<td>Jennifer Boardman</td>
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<tr>
<td><a href="mailto:jennifer.boardman@odot.state.or.us">jennifer.boardman@odot.state.or.us</a></td>
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## 2018 Discretionary Solicitation Criteria Framework

<table>
<thead>
<tr>
<th>Focus Areas</th>
<th>Evaluation Criteria</th>
<th>Score Weighting STIF Disc.</th>
<th>STN</th>
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</table>
| Equity and Public Transportation Service to Low- income Households | - Improves public transportation service (e.g., service levels, programs, information, and supporting infrastructure) to low-income households. OAR 732-044-0030(1)(a)  
- Improves or expands service to vulnerable or transportation-disadvantaged populations (e.g. seniors, people with disabilities). OAR 732-044-0030(1)(c) | 20% 10% | |
| **OPTP goal:** Equity | | | |
| Coordination of Public Transportation Services | - Improves coordination between public transportation providers and reduces fragmentation of public transportation services. OAR 732-044-0030(1)(b)  
- Provides integrated planning where affected communities will plan or partner to develop public transportation project(s). OAR 732-044-0030(1)(c)(A) | 10% 30% | |
| **OPTP goal:** Communication, Collaboration, & Coordination | | | |
| Statewide Transit Network Connections | - Improves or maintains service between geographically separated communities. OAR 732-044-0030(1)(c)(D)  
- Implements technological innovations that improve efficiencies and supports a seamless, easy-to-use Statewide Transit Network. OAR 732-044-0030(1)(c)(B)  
- Improves local connections and infrastructure at inter-regional transit hubs or develops service improvements and approaches that can be replicated statewide. OAR 732-044-0030(1)(c) | 10% 30% | |
| **OPTP goals:** | | | |
| - Mobility & Public Transportation User Experience  
- Accessibility and Connectivity | | | |
| Environmental and Public Health | - Reduces greenhouse gas emissions in or through public transportation systems. OAR 732-044-0030(1)(c)(C)  
- Supports positive health outcomes. OAR 732-044-0030(1)(c) | 15% 10% | |
| **OPTP goals:** | | | |
| - Environmental Sustainability  
- Health | | | |
| Sustainable Funding | - Does not substantially rely on discretionary state funding beyond a pilot phase (i.e. project is short-term or has reasonable fund sources identified to sustain project-related transit services after discretionary funds expended). OAR 732-044-0030(1)(d) | 20% 10% | |
| **OPTP goal:** Funding and Strategic Investment | | | |
| Safety, Security, and Community Livability | - Protects fleet condition and ensures vehicles are maintained in a state of good repair. OAR 732-044-0030(1)(c)  
- Results in increased use and participation in active transportation, including public transportation. OAR 732-044-0030(1)(c) | 25% 10% | |
| **OPTP goals:** | | | |
| - Safety and security  
- Community livability and economic vitality | | | |

STIF Disc.: STIF Discretionary Fund  
STN: Statewide Transit Network Program