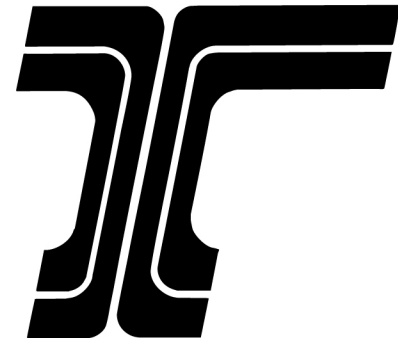


Oregon Department of Transportation



STIF Discretionary and Statewide Transit Network Application: FY 2023-25

Applicant Information

Agency Legal Name

City of Albany

Project Title

Bus replacement for Linn-Benton Loop service

Agency Legal Address

333 Broadalbany Street SW, Albany, Oregon 97321

Application Contact Name

Barry Hoffman

Application Contact Title

Transit Manager

Application Contact Email Address

barry.hoffman@cityofalbany.net

Application Contact Phone Number

(541) 497-3176

Name of Person Signing Agreement

Chris Bailey

Title of Person Signing Agreement

Public Works Director

Email Address of Person Signing Agreement

chris.bailey@cityofalbany.net

Phone Number of Person Signing Agreement

15419177629

Agency Information

1. Transit Agency Type

City

1.A Does the agency have any existing grant agreements with ODOT?

Yes

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

Fixed Route

3. Would this award support ongoing operations of an existing service?

Yes

3.A Brief history of current project/service. What, if any, elements of the proposed project differ from existing efforts and services?

The Linn-Benton Loop has been providing Public Transit commuter service between Albany and Corvallis for nearly 40 years. The loop is funded by a partnership between multiple agencies. The service operation is provided by the City of Albany. This project supports the capital needs of the loop and assures the reliability of the existing expanded service.

Risk Assessment Information

4. Did your agency have any turnover of management or financial staff in the last two years?

No

5. 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

6. What type of accounting system does your agency use?

Automated

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

Yes

8. Did your staff members attend required training and meetings during the previous biennium?

Yes

9. Was your agency audited by the federal government in the past two years?

Yes

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

No

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

Yes

Agency Qualifications

11. Describe how your agency has the legal, managerial and operational capacity to perform and report on project progress within the scope, schedule and budget of the anticipated grant agreement. (Description of operational capacity should apply specifically for the workload of projects in this application.)

The responsibility for procuring this bus will be the primary workload of the Transit Manager. The city plans to use the State price agreement. The City of Albany, dba Linn-Benton Loop, has been a Public

Transportation Service Provider in Oregon for over 35 years and is eligible to be a Recipient of STF Discretionary Fund and STF Intercommunity Discretionary Fund moneys. The Federal Transit Administration has recently conducted a triennial review of Albany's transit programs and had no findings related to the legal, managerial and operational capacity to perform public transportation projects. The City of Albany will perform the projects within the agreed schedule. The City of Albany has not been debarred or suspended from receiving federal grants. The City of Albany has maintained compliance with federal, state and local laws and regulations including, and not limited to, those pertaining to passenger transportation, civil rights, labor, insurance, safety and health, as applicable

12. Certification of Compliance

By checking this box, the applicant certifies that if they are awarded funding, they will meet and ensure compliance for the term of the agreement 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

13. Do you plan to use a Sub-Recipient or contractor to implement the grant supported activity?

No

14. If you seek the 10 percent match reduction, does the project meet one or more of the four factors identified in OAR 732-044-0005(4)(a)? Select each factor that you believe is exemplified by the proposed project.

Serves an area outside of the applicant's geographic jurisdiction

15. Will federal funds be used to complete this project?

No

Project Information

16.A Project Title

Bus replacement for Linn-Benton Loop service

16.B Describe the project to be funded. Clearly describe what the requested fund award would be used to accomplish, detailing the specific tasks and deliverables. Where relevant, identify the origin and destination of the proposed service as well as each municipality visited along the route. Please see page 7 of the application instructions for additional guidance on writing a project description.

This project would provide the Linn-Benton Loop Service with its first Hybrid bus. This Hybrid bus will reduce emissions while providing reliable service between Corvallis and Albany. The vehicle that would be funded by this project is a necessary component for continued operation of the Loop expansion implemented in December of 2021. This phase of implementation includes extended service hours (until 10 pm), and all-day 30-minute service between the core markets at Oregon State University and Linn-Benton Community College. The Loop service has been restructured from two one-way loops into three bi-directional routes. This allows operating resources to be matched to the areas of highest demand. The routes will passenger crowding, improve service clarity, and allow for greater flexibility as the partners look to fulfill service needs.

This project will involve procurement of one Hybrid bus. As soon as funds are secured the City of Albany will follow established guidance and purchasing rules to procure the bus. Ideally the bus will be delivered within 12 to 18 months of the purchase order and the bus will go into active service in the current biennium.

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

\$900,000.00

18. Select the fund source(s) for which you would like to compete and that you believe your project is eligible to receive. Check all that apply.

STIF Discretionary

STIF Intercommunity Discretionary

19. Why is this an important project? What are the consequences of this project not receiving funding?

This project replaces a bus purchased with 2010 ARRA funding with a New Hybrid bus. This 2010 ARRA bus has met its useful life. The current condition is fair to poor, and maintenance costs are high, and the bus is unreliable in daily service. We can only use the current bus as a backup when other buses need maintenance. The loop system needs a bus that can be used in daily service to provide reliable, comfortable, and safe public transit.

If the city does not receive funding for this bus from the STIF discretionary fund. The old unreliable diesel bus will have to continue to be used as a backup which creates the potential for service disruptions. The City of Albany would be forced to find other national competitive capital funding for this bus replacement (5339) which will delay the purchase. The city has requested matching funding for this bus from both Benton and Linn Counties QE stif formula funds. This reinforces the longtime county partnerships that support the Linn-Benton Loop.

20. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements?

No

Oregon Transportation Commission Investment Priorities

Equity and Public Transportation Service to Low-Income Households

21. Describe how this project would support and improve access for vulnerable populations and/or historically marginalized communities.

Census data shows low-income households increasing across the region: about 40% of households in Albany, and 44% in Corvallis, earn less than 200% of the federal poverty level. Linn and Benton Counties experienced an approximately an increase in low-income households between 2009 and 2022 both with nearly 40% of total households, or about 13,000 low-income households in Benton County, and 18,200 in Linn County. The Loop Service Enhancement Plan included a rider survey showing that 45% of riders had annual household incomes less than \$25,000, and nearly three-quarters (71%) had household incomes below \$50,000.

The Loop serves seniors and persons with disabilities who need to take public transportation between Albany and Corvallis. From the Hubs in each city senior and disabled riders can access the local transit network and travel to and from health, social, shopping, and mental health services in each city.

OSU and LBCC students make up a majority of today's Loop ridership (63% according to the 2014 Albany Transit Development Plan). These students ride fareless today due to OSU and LBCC's financial partnership on the Loop routes. Students will continue to be a strong rider market for the Loop, as the student population is steady or increasing, and there are Loop trips over bus capacity today. LBCC staff has also noted that their enrollment increases significantly during economic downturns and see the Loop as providing critical transportation capacity. OSU and LBCC have a degree partnership program that relies

on easy movement between the institutions. Students by their very nature are often considered low income and have difficulty affording a personal vehicle, gas and insurance. These low-income students are served by the Loop between our communities.

Coordination of Public Transportation Services

22. Describe how this project would improve the passenger experience, benefit multiple transit providers, or involve consolidation, coordination, or resource sharing between agencies, including use of transportation data and technology.

The Loop Bus Expansion project will indirectly support collaboration between multiple agencies and communities, by enabling the partners to meet demand through the ongoing Service Enhancement – The Linn-Benton Loop connects directly Albany Transit System, the Linn Shuttle, and Corvallis Transit System. The loop serves as the major public transportation link between Albany and Corvallis. This project replaces an older bus mainly used as a backup with a modern Fuel-Efficient vehicle. The Loop is guided by its own Board, advised by a regional Technical Advisory Committee (TAC) made up of local transit operating agencies, and operated by the Albany Transit System. The Board includes representatives from each of the government jurisdictions in the region, including representatives from the Metropolitan Planning Organizations (MPOs). The MPOs in turn have representatives from local cities and organizations.

Passengers will appreciate the modern technology and passenger comfort and amenities that this new bus will be equipped with. Including "where's my bus" features, as well as automated interior announcement of bus stops and connections to other systems.

Environmental and Public Health

23. Describe how this project would go beyond providing an alternative to personal car use to reduce greenhouse gas emissions, reduce pollution, and/or support positive health outcomes. How does this project support applicant's climate planning efforts?

This vehicle will be the first Hybrid diesel electric vehicle in the City of Albany fleet to be used for the Linn-Benton Loop system. It is a goal in the region to transition from traditional diesel vehicles to alternative fuel or Low/no emission vehicles which will reduce GHG emissions in the Corvallis and Albany areas. Public transportation by its very nature contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants by single occupant vehicles.

Safety, Security, and Community Livability

24. Describe how the project would increase use and participation in active transportation, and support connections between transit and other travel modes like biking and walking.

Public transportation promotes community livability by efficiently and effectively moving people of all ages and abilities to and from homes, jobs, businesses, schools and colleges, and other destinations. A new bus will improve the passenger experience and attract new riders to try the Linn-Benton Loop system. At each hub of the Loop in Corvallis and Albany there are connections to bike paths, bike storage capacity and a location to lock a bicycle under lighting. The Loop system connects directly with Albany Transit System, Corvallis Transit System, The Linn Shuttle, and the Philomath Connection, as well as Amtrak and Point system. Anyone in these communities can access the transit system nearby to where they live, and the Loop is the link that can connect them to their destination and home again most efficiently. Most of the populace of the communities of Sweet Home, Lebanon, Albany, and Corvallis can access the transit network and move between communities without the need of a single occupant vehicle, and with bike, pedestrian and ADA access.

25. Describe how the project would support and improve safety of passengers in transit vehicles and safety of other roadway users.

Public transportation trips are safe; riders feel safe and secure during their travels. A new bus will improve the passenger experience by providing a top-of-the-line vehicle with the safety, comfort, and technology customers deserve. The new vehicle will be a 35-foot bus, which will allow the Linn-Benton Loop to increase capacity and passenger comfort over the current fleet, which includes 30- and 35-foot vehicles; the service is capacity-constrained when classes get out and a high volume of students needs to travel between the OSU and LBCC campuses to their next classes. A new, low/ no emission bus also improves passenger comfort and the image of the transit service, which has been shown to increase ridership. New vehicles make transit riders feel valued and shows passengers that the agency is focusing on their well-being. A new vehicle improves passenger perception of the agency and helps retain existing passengers and attract new riders.

Statewide Transit Network Connections

26. Describe how this project would support and improve the utility and connectivity of the Statewide Transit Network and/or create a foundation for future Statewide Transit Network improvements.

Corvallis and Albany have strong local transit and transportation networks that are developing rapidly to provide great local mobility options. The Loop forms an essential connection between them. More than 5,000 people traveled between Albany and Corvallis for work every day in 2015, almost all by private vehicle. The total number of trips is even greater, as there are additional trips for recreation, shopping and education, and the region continues to grow. About 4,500 students at Oregon State University and Linn-Benton Community College are enrolled in a degree partnership program that lets them to take classes at both colleges.

The service improves connectivity to Albany Station, where passengers can connect to regional services such as Amtrak, and the POINT service. This connection will make it easier for residents and visitors to travel to Eugene, Salem or Portland or out of stat destinations without a car, reducing regional greenhouse gas emissions and helping reduce traffic externalities. The vehicle will allow increased service frequency between the two regions. Greater service frequency will mean greater rider convenience, reducing rider barriers by allowing passengers greater flexibility and more available seats. This is expected to increase ridership of the Linn-Benton Loop and encourage people to switch from driving to consistently riding the bus.

Funding and Strategic Investment

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

The bus that this vehicle replaces will meet the current need of providing the enhanced Loop service with a reliable, comfortable and safe bus. This bus will be in use for the public for at least the next decade. providing reliable transit into the mid 2030's

28. If this project will last beyond the 2023-25 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

N/A

29. Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, type N/A.

NO

30. Capital Asset Purchases

Describe proposed capital purchases. If no capital assets are included in your application, type N/A.

The City of Albany will purchase one 35-foot Hybrid transit bus designed to hold at least 32 seated passengers with two wheelchair areas deployed. The city plans to purchase this bus from the State of Oregon price agreement

Project Details

Task Category

Vehicle Purchase

Vehicle Purchase

Is this a vehicle expansion, vehicle replacement, or both?

Vehicle Replacement

Vehicle Replacement

Vehicles to be replaced

Year	Make	Model	Vehicle ALI	VIN	# of seats	# of ADA station s	Fuel System	Current Mileage	Date Mileage Recorded
2010	Eldorado National	EZ Rider II	11.1X.02 Bus STD 35 FT	1N9M MACL8 AC084 280	36	2	Diesel (D)	279,862	10/31/2022

Condition of Vehicles

VIN	Condition	Explain vehicle maintenance history, right-sizing justification, etc.
1N9MMACL8A C084280	Marginal	This bus has become difficult to maintain in good working order. many of the systems are obsolete, the 2010 emissions control systems are difficult to maintain. These Eldorado ARRA buses were never great (even when new) but we've made do with them.

Will you use the Oregon state price agreement contract?

Yes

Vehicles to be purchased

Vehicle ALI	Make/ Model	Quantity	Cost Each	Total	# of seats / # ADA station s	# of seats with ADA deploy ed	Fuel System	Est. Order Date	Est. D elivery Date
11.12.02 Bus STD 35 FT	TBD	1	\$900,000.0 0	\$900,000.0 0	36	30	Hybrid Diesel (HD)	7/31/20 23	9/30/2 024

Total:

Grand

1

Total:
\$900,000.0
0

Total Task Cost (Grant Amount + Match Amount)
\$900,000.00

Project Task and Match Amounts

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF
Intercommunity/5311f (80% State/Fed Share)
\$720,000.00

Match Amount - STIF Discretionary/STIF
Intercommunity/5311f (20% Local Share)
\$180,000.00

10% Match Rate Calculations (For Qualified Applicants)

Grant Amount - STIF Discretionary/STIF
Intercommunity (90% State Share)
\$810,000.00

Match Amount - STIF Discretionary/STIF
Intercommunity (10% Local Share)
\$90,000.00

Application Totals

Match Sources

Match Sources	Amount
Local	\$90,000.00
Local	\$90,000.00

Are matching funds of at least 20% of project costs available if the project is awarded?
Yes

What percent of funds will be used for demand response transportation?
0%

Percent of funds used for fixed route transportation
100%

Note on Application Totals: If applying for 5311(f) Operating, a 50% match rate is applied to identified Operating costs. However, the application form automatically applies a 20% match rate to the full Project Cost, including Operating costs. Therefore, Section 5311(f) applicants should ensure the accuracy of the Total Task Cost for each Task Category, as the 20% match rate will only apply to non-Operating costs in a 5311(f) grant award. The form is unable to calculate an accurate application total using two different match rates.

Application Totals Summary By Task - 20% Match Rate

Task Category	Task Project Cost	Task Grant Amount	Task Match Amount
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Vehicle Expansion	\$0.00	\$0.00	\$0.00
Vehicle Replacement	\$900,000.00	\$720,000.00	\$180,000.00
Equipment Purchase	\$0.00	\$0.00	\$0.00
Facility Purchase	\$0.00	\$0.00	\$0.00
Signs/Shelters	\$0.00	\$0.00	\$0.00
Planning	\$0.00	\$0.00	\$0.00
Project Administration	\$0.00	\$0.00	\$0.00
Operating	\$0.00	\$0.00	\$0.00
Preventive Maintenance	\$0.00	\$0.00	\$0.00
Mobility Management	\$0.00	\$0.00	\$0.00
	Total Project Cost: \$900,000.00	Total Grant Amount: \$720,000.00	Total Match Amount: \$180,000.00

Application Totals Summary By Task - 10% Match Rate (For Qualified Applicants)

Task Category	Task Project Cost	Task Grant Amount	Task Match Amount
Vehicle Expansion	\$0.00	\$0.00	\$0.00
Vehicle Replacement	\$900,000.00	\$810,000.00	\$90,000.00
Equipment Purchase	\$0.00	\$0.00	\$0.00
Facility Purchase	\$0.00	\$0.00	\$0.00
Signs/Shelters	\$0.00	\$0.00	\$0.00
Planning	\$0.00	\$0.00	\$0.00
Project Administration	\$0.00	\$0.00	\$0.00
Operating	\$0.00	\$0.00	\$0.00
Preventive Maintenance	\$0.00	\$0.00	\$0.00
Mobility Management	\$0.00	\$0.00	\$0.00
	Total Project Cost:	Total Grant Amount:	Total Match Amount:

\$900,000.00

\$810,000.00

\$90,000.00
