

# COLUMBIA COUNTY

Transit Department: CC Rider



ST. HELENS, OR 97051

1155 Deer Island Rd.  
Direct (503) 366-0159  
columbiacountyor.gov  
nworegontransit.org

DATE: September 9, 2019  
FROM: Todd Wood, Transit Director  
TO: Board of County Commissioners  
RE: State Transportation Improvement Fund Implementation

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In 2017, the state adopted House Bill 2017 known as the State Transportation Improvement Fund (STIF). The purpose of the STIF program is to enhance and expand transportation options throughout the state of Oregon. A portion of the STIF has been allocated to public transit systems throughout the state including over \$400,000 allocated to the Columbia County Rider service area. On May 1, 2019, Columbia County submitted a plan, in accordance with the STIF rules, in order to utilize the available funds to expand and enhance transit for the residents of Columbia County.

**Project: Increased Portland Medical Service**

This project will increase the Portland medical from twice a month to every week. The STIF committee and staff recommend implementing this project on a rotating schedule of Tuesdays and Wednesdays.

**Project: Increased Dial a Ride service**

This project will add an additional 5 hours per day to CC rider's dial-a-ride system.

**Project: Increased Flex Route**

This project will increase line 3 flex service by adding an additional five runs per day. The STIF committee and Staff recommend implementing this project in a reverse direction, which will help reduce travel time and improve travel options for the users of this route.

**Project: Expanded Vernonia Service**

This project will improve Vernonia service by expanding to 5 days a week from the current 3 including the newly implemented stop in the city of Banks.

**Project: Honored Citizen/Low Income Reduced Fare**

This project will produce an Identification card to be renewed annually for \$1 off any fixed or flex route per boarding fare for elderly, disabled, students, veterans and low income riders.

These five projects are 100% funded by STIF and do not require any matching funds from the county.

In addition to the STIF, the County also applied for federal intercity funds (5311f) and STIF Discretionary funds. Both of these grants have been approved by the state. The grant agreement covers the following projects:

**Project: Expanded North County Service**

This project will expand North County from the current two trips to four trips.

This project requires a 44% match\* that will be partially funded by a federal 5307 grant agreement between the State of Oregon and Washington that will be awarded to Columbia County.

*\*The county has also applied for a 6<sup>th</sup> project under STIF that will help cover the match for this grant. However, that money is not guaranteed and will only be received if the revenue the state receives exceeds estimates.*

**Project: GPS tracking**

This project will obtain and install GPS units in all buses and purchase tracking software. Currently all GPS and tracking is done via Zonar which is provided by MTR Western. Zonar does not have a customer facing system. This project will retro fit the existing buses with a new GPS system and then adopt software for tracking and customer facing services. Similar tracking software is currently in use by Sunset Empire, Tillamook and Lincoln County. If Columbia County Rider adopts equivalent software, we will be able to integrate with the other three systems and improve our coordination and tracking.

This project requires a 10% match that will be funded by County contributions.

The final state vote on the STIF projects is expected to occur on September 20, 2019 with the first funding disbursement expected in October 2019.

Staff is recommending full implementation of all STIF projects, the 5311f funded North County expansion, October 7, 2019 and to begin the process of GPS purchase and implementation on October 7, 2019.



Service ~ Engagement ~ Connection ~ Innovation



# STIF Plan Template

## 1. Qualified Entity

**Qualified Entity Name \***

**Qualified Entity Address \***

**Employer Identification Number (EIN) \***

**STIF Plan Contact Name \***

**STIF Plan Contact Title \***

**STIF Plan Contact Phone Number \***

**STIF Plan Contact Email \***

**Will any of the projects in this STIF Plan use funds jointly managed with one or more other Qualified Entities? \***

## 1.2 Public Transportation Service Providers in this STIF Plan

### ✘ Provider 1

**Service Provider Name \***

**Employer Identification Number (EIN) \***

**Service Provider Website \***

**Service Provider Contact Name \***

Todd M. Wood

**Service Provider Contact Title \***

Transit Program Administrator

**Service Provider Phone Number \***

(503) 366-8505

**Service Provider Email \***

todd.wood@co.columbia.or.us

**Service Provider Type \***

County

[+ Add Provider](#)

## 2. Advisory Committees

### 2.1 Advisory Committee Website

- By checking this box I agree all Advisory Committee requirements of OARs 732-040-0030, 732-040-0035 and 732-042-0020 have been met, including but not limited to, required constituencies, bylaws that include method for determining high percentage of Low-Income Households, public meetings, review and prioritization of STIF Plan Projects.

**Advisory Committee Web Address \***<https://www.nworegontransit.org/agencies/columbia-county-rider/>

If this information is not available on a website, you may upload other documentation that demonstrates how Advisory Committee information was published.

[Upload](#)

or drag files here.

*Limit 100 MB*

## 3. Local Plan Compliance

### 3.1 Existing Local Plans from which project(s) are derived.

#### Local Plan 1

**Local Plan Name \***

Coordinated Public Transit - Human Se

**Governing Body that adopted Local Plan \***

Columbia County Commission

**Plan Adoption Date \***

9/6/2017

**Local Plan Web Address****Upload copy of Local Plan if it is not available on a website. \***

Upload or drag files here.



Order 70-2017 SIGNED (the Coordinated Plan).pdf  
3.25 MB



Limit 100 MB

+ Add Local Plan

### 3.2 Local Plan requirements

I agree all Local Plans are consistent with the STIF requirements specified in OAR 732-040-0005(18) \*

- Yes
- No, one or more Local Plans are not yet consistent with STIF rule requirements.

## 4. Accountability

You may insert a web address in place of a description or document upload, as long as the information is sufficient enough to warrant approval of the STIF Plan and comply with STIF Rule.

### 4.1 Accountability methods

- By checking this box I affirm that all of the necessary policies and procedures are in place to ensure compliance with OAR 732, Divisions 40 and 42, and to achieve the goals and outcomes specified in this STIF Plan, including, but not limited to program and financial management, operations management, procurement, use and maintenance of equipment, records retention, compliance with state and federal laws, civil rights and compliance with ADA.
- By checking this box I affirm that all of the necessary policies and procedures are in place to ensure compliance of all Sub-Recipients with OAR 732, Divisions 40 and 42, and to achieve the goals and outcomes specified in this STIF Plan, address deficiencies in Sub-Recipient performance, and to ensure the Qualified Entity can accomplish the applicable requirements of these rules, including but not limited to, audit and compliance requirements, accounting requirements, capital asset requirements and reporting requirements.

### 4.2 Sub-Allocation method

Describe the Qualified Entity’s method for sub-allocating STIF Formula Fund moneys and the collaborative process used to work with Public Transportation Service Providers and other potential Sub-Recipients, as relevant, to develop the sub-allocation method. \*

There are no other public transportation providers in Columbia County and no interest has been expressed by any other entities. Sub-Allocation will not be possible for Columbia County.

Limit 1000 Characters

### Upload Response

Upload or drag files here.

Limit 100 MB

### 4.3 High Percentage of Low-Income Households

Explain how the STIF Plan defines and identifies communities with a high percentage of Low-Income Households.

File Uploaded

Limit 1000 Characters

#### Upload Response

Upload or drag files here.



Low Income Households.pdf  
106.77 KB



Limit 100 MB

## 5. STIF Plan Period and Adoption

### 5.1 Period Covered By STIF Plan

Provide start and end dates for projects proposed for funding in this STIF Plan. The earliest possible start date for the initial solicitation cycle is July 1, 2018. For this first funding cycle, providers are required to end the Plan period no later than June 30, 2021.

Start Date: \*

4/1/2019

End Date: \*

6/30/2021

End date is set to 6/30/2021. Do not adjust this date.

### 5.2 STIF Plan Adoption

STIF Plan Advisory Committee recommendation date \*

4/2/2019

STIF Plan Governing Body adoption date \*

4/10/2019

Website where Governing Body adoption document is located \*

http://www.co.columbia.or.us/departments/board-of-commissioners-office-main/boc-meetings

Upload Governing Body adoption document if website is unavailable.

Upload or drag files here.

Limit 100 MB

Did the Governing Body modify the Advisory Committee's recommended STIF Plan? \*

No

## 6. Projects

### 6.1 Project Detail Entry

#### ✖ Project 1

**Public Transportation Service Provider or Qualified Entity Name \***

Columbia County Rider

**Project Name \***

Expansion of Dial - a - Ride Service

*Limit 50 characters*

**Project Description \***

The Project will add an additional five hours per day of Dial-a Ride service to Columbia County. Dial - a Ride Service. Currently dial a ride service offers service for elder, disabled and those otherwise unable to use transit options to meet life needs.

*Limit 500 Characters*

**Do you plan to expend funding in a future STIF Plan period?**

\*

- Yes
- No

**Is this project part of your 100% list or 130% list? \***

100 % List

**100% List Project Rank \***

2

**Project budget share to improve, expand or maintain public transportation service**

**Improve or Expand Service \***

100%

**Maintain Service**

0 %

**Local Plan from which this project is derived: \***

Coordinated Public Transit - Human Services Transportation Plan

**Local Plan page number \***

61

#### **Multi-Phase Project**

**Is your project part of a larger multi-phase project? \***

No

### 6.1.1 Project Scope

**✖ Task 1**

**Task Description**

Provide transportation to Columbia Area residents who are unable to utilize the regular bus system to meet life needs.

*Limit 250 Characters*

**Category \***

Operations 300-00 Operations ▼

**Specify the mode that this task will support.**

- Fixed Route  Demand Response

**300.00 Operations Activity Type \***

- Operating Assistance 30.09

**Operating Assistance Activity Detail \***

- 30.09.01 Operating Assistance  
 44.26.14 Communications  
 11.7L.00 Mobility Management

### 6.1.2 Expenditure Estimates

**Expenditures by Fund Source and Fiscal Year**

*Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.*

Fund Type *	2019	2020	2021	Total
✖ STIF	\$0.00	\$122,000.00	\$126,000.00	\$248,000.00
✖ Federal				\$0.00
✖ Other State				\$0.00
✖ Local				\$0.00
✖ Other Funds				\$0.00
	\$0.00	\$122,000.00	\$126,000.00	\$248,000.00

+ Add Fund Source



### 6.1.3 Outcome Measures

#### Minimum required measures for operations tasks

Revenue Miles \*

20,000

Revenue Hours \*

2,550.00

Rides \*

5,100

Number of people with access to transit (within ½ mile of transit stop for fixed route) \*

45,587

Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed route) \*

6,306

Number of new shared stops with other transit providers (reducing fragmentation in transit services) \*

0

Is this project supporting student transportation? \*

No

#### Optional Outcome Measures

+ Add Outcome Measure

+ Add Task

## 6.2 Allocation of STIF funds by project

### STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.

**FY 2019 STIF Total**

**FY 2020 STIF Total**

**FY 2021 STIF Total**

\$0.00

\$122,000.00

\$126,000.00

**Fund Allocation (Must not exceed 100% per criterion per fiscal year)**

*If some criteria don't apply, fill in with zeros. Do not add or remove additional criterion.*

Criterion	FY 2019 *	FY 2020 *	FY 2021 *
<input checked="" type="checkbox"/> Criterion 1	100.0 %	100.0 %	100.0 %
<input checked="" type="checkbox"/> Criterion 2			
<input checked="" type="checkbox"/> Criterion 3			
<input checked="" type="checkbox"/> Criterion 4			
<input checked="" type="checkbox"/> Criterion 5			
<input checked="" type="checkbox"/> Criterion 6			
<input checked="" type="checkbox"/> Criterion 7			
	100.0 %	100.0 %	100.0 %

**6.3 Oregon Public Transportation Plan Goals**

*Select at least one goal.*

**Select the OPTP goals that apply to your STIF Plan Projects. \***

- Goal 1 Mobility: Public Transportation User Experience -- People of all ages, abilities, and income levels move reliably and conveniently between destinations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their daily needs.
- Goal 2: Accessibility and Connectivity -- Riders experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.
- Goal 3: Community Livability and Economic Vitality -- Public transportation promotes community livability and economic vitality by efficiently and effectively moving people of all ages to and from homes, jobs, businesses, schools and colleges, and other destinations in urban, suburban, and rural areas.
- Goal 4: Equity -- Public transportation provides affordable, safe, efficient, and equitable transportation to jobs, services, and key destinations, improving quality of life for all Oregonians.
- Goal 5: Health -- Public transportation fosters improved health of Oregonians by promoting clean air, enhancing connections between people, enabling access to services such as health care and goods such as groceries, and by giving people opportunities to integrate physical activity into everyday life through walking and bicycling to and from public transportation.
- Goal 6: Safety and Security -- Public transportation trips are safe; riders feel safe and secure during their travel. Public transportation contributes to the resilience of Oregon communities.
- Goal 7: Environmental Sustainability -- Public transportation contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants.
- Goal 8: Land Use -- Public transportation is a tool that supports Oregon's state and local land use goals and policies. Agencies collaborate to ensure public transportation helps shape great Oregon communities providing efficient and effective travel options in urban, suburban, and rural areas.

- Goal 9: Funding and Strategic Investment -- Strategic investment in public transportation supports the overall transportation system, the economy, and Oregonians' quality of life. Sustainable and reliable funding enables public transportation services and infrastructure to meet public needs.
- Goal 10: Communication, Collaboration, and Coordination -- Public and private transportation providers and all levels of government within the state and across state boundaries work collaboratively and foster partnerships that make public transportation seamless regardless of jurisdiction.

**Goal 4 Policies - Select all that apply. \***

- Policy 4.1: Engage populations recognized as transportation disadvantaged in public transportation service decision making.
- Policy 4.2: Understand and communicate how disparities, barriers, and needs affect the ability of people to access and use public transportation, especially those who are transportation disadvantaged.
- Policy 4.3: Identify disparities, barriers, and needs that impact people's ability to access and use public transportation.
- Policy 4.4: Address the disparities, barriers, and needs that impact people's ability to access and use public transportation.
- Policy 4.5: Integrate equity criteria into funding decisions.

**Goal 5 Policies - Select all that apply. \***

- Policy 5.1: Provide access to healthy lifestyle options by supporting the ability of people to reach goods and services such as groceries, recreation, health care, and social opportunities via public transportation.
- Policy 5.2: Integrate health considerations into public transportation planning and decision making at the local, regional, and state level.
- Policy 5.3: Connect public transportation riders to health and social services.

**6.4 Project Summary**

**Project Name**

Expansion of Dial - a - Ride Service

**STIF Project Grand Total**

\$248,000.00

**FY 2019 STIF Project Total**

\$0.00

**FY 2020 STIF Project Total**

\$122,000.00

**FY 2021 STIF Project Total**

\$126,000.00

**FY 2019 percent of STIF Funds supporting student transportation**

**FY 2020 percent of STIF Funds supporting student transportation**  
0.00 %

**FY 2021 percent of STIF Funds supporting student transportation**  
0.00 %

**✘ Project 2**

**Public Transportation Service Provider or Qualified Entity Name \***

Columbia County Rider

**Project Name \***

Increased Portland Medical Service

*Limit 50 characters*

**Project Description \***

This project will increase the number of trips from Columbia County to Portland Metros Major Hospitals from twice per month to once per week. This will allow more access more often to needed medical services that are not currently available in Columbia County.

*Limit 500 Characters*

**Do you plan to expend funding in a future STIF Plan period? \***

\*

Yes

No

**Is this project part of your 100% list or 130% list? \***

100 % List



**100% List Project Rank \***

1

**Project budget share to improve, expand or maintain public transportation service**

**Improve or Expand Service \***

100%



**Maintain Service**

0 %

**Local Plan from which this project is derived: \***

Coordinated Public Transit - Human Services Transportation Plan

**Local Plan page number \***

49

**Multi-Phase Project**

**Is your project part of a larger multi-phase project? \***

No



**6.1.1 Project Scope**

**✘ Task 1**

**Task Description**

Provide weekly trips from Columbia County to Major Portland Hospitals including OHSU, VA, St Vincent, Emmanuel ETC.

*Limit 250 Characters*

**Category \***

Operations 300-00 Operations



**Specify the mode that this task will support.**

- Fixed Route  Demand Response

**300.00 Operations Activity Type \***

- Operating Assistance 30.09

**Operating Assistance Activity Detail \***

- 30.09.01 Operating Assistance  
 44.26.14 Communications  
 11.7L.00 Mobility Management

**6.1.2 Expenditure Estimates**

**Expenditures by Fund Source and Fiscal Year**

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

Fund Type *	2019	2020	2021	Total
<input checked="" type="radio"/> STIF		\$25,000.00	\$26,000.00	\$51,000.00
<input checked="" type="radio"/> Federal				\$0.00
<input checked="" type="radio"/> Other State				\$0.00
<input checked="" type="radio"/> Local				\$0.00
<input checked="" type="radio"/> Other Funds				\$0.00
	\$0.00	\$25,000.00	\$26,000.00	\$51,000.00

[+ Add Fund Source](#)

**6.1.3 Outcome Measures**

**Minimum required measures for operations tasks**

Revenue Miles \*

2,000

Revenue Hours \*

520.00

Rides \*

520

**Number of people with access to transit (within ½ mile of transit stop for fixed route) \***

45,587

**Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed route) \***

6,306

**Number of new shared stops with other transit providers (reducing fragmentation in transit services) \***

0

Is this project supporting student transportation? \*

No ▼

**Optional Outcome Measures**

+ Add Outcome Measure

+ Add Task

**6.2 Allocation of STIF funds by project**

**STIF Criteria**

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.







**FY 2019 STIF Total**  
\$0.00

**FY 2020 STIF Total**  
\$25,000.00

**FY 2021 STIF Total**  
\$26,000.00

**Fund Allocation (Must not exceed 100% per criterion per fiscal year)**

*If some criteria don't apply, fill in with zeros. Do not add or remove additional criterion.*

Criterion	FY 2019 *	FY 2020 *	FY 2021 *
 Criterion 1		100.0 %	100.0 %
 Criterion 2			
 Criterion 3			
 Criterion 4			
 Criterion 5			
			



Criterion 7

0.0 %

100.0 %

100.0 %

## 6.3 Oregon Public Transportation Plan Goals

Select at least one goal.

### Select the OPTP goals that apply to your STIF Plan Projects. \*

- Goal 1 Mobility: Public Transportation User Experience -- People of all ages, abilities, and income levels move reliably and conveniently between destinations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their daily needs.
- Goal 2: Accessibility and Connectivity -- Riders experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.
- Goal 3: Community Livability and Economic Vitality -- Public transportation promotes community livability and economic vitality by efficiently and effectively moving people of all ages to and from homes, jobs, businesses, schools and colleges, and other destinations in urban, suburban, and rural areas.
- Goal 4: Equity -- Public transportation provides affordable, safe, efficient, and equitable transportation to jobs, services, and key destinations, improving quality of life for all Oregonians.
- Goal 5: Health -- Public transportation fosters improved health of Oregonians by promoting clean air, enhancing connections between people, enabling access to services such as health care and goods such as groceries, and by giving people opportunities to integrate physical activity into everyday life through walking and bicycling to and from public transportation.
- Goal 6: Safety and Security -- Public transportation trips are safe; riders feel safe and secure during their travel. Public transportation contributes to the resilience of Oregon communities.
- Goal 7: Environmental Sustainability -- Public transportation contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants.
- Goal 8: Land Use -- Public transportation is a tool that supports Oregon's state and local land use goals and policies. Agencies collaborate to ensure public transportation helps shape great Oregon communities providing efficient and effective travel options in urban, suburban, and rural areas.
- Goal 9: Funding and Strategic Investment -- Strategic investment in public transportation supports the overall transportation system, the economy, and Oregonians' quality of life. Sustainable and reliable funding enables public transportation services and infrastructure to meet public needs.
- Goal 10: Communication, Collaboration, and Coordination -- Public and private transportation providers and all levels of government within the state and across state boundaries work collaboratively and foster partnerships that make public transportation seamless regardless of jurisdiction.

### Goal 3 Policies - Select all that apply. \*

- Policy 3.1: Enhance access to education and employment via public transportation.
- Policy 3.2: Promote and support use of public transportation for tourism and special events in Oregon.
- Policy 3.3: Promote the use of public transportation to foster greater community livability.

### Goal 5 Policies - Select all that apply. \*

- Policy 5.1: Provide access to healthy lifestyle options by supporting the ability of people to reach goods and services such as groceries, recreation, health care, and social opportunities via public transportation.
- Policy 5.2: Integrate health considerations into public transportation planning and decision making at the local, regional, and state level.
- Policy 5.3: Connect public transportation riders to health and social services.

### 6.4 Project Summary

**Project Name**

Increased Portland Medical Service

**STIF Project Grand Total**

\$51,000.00

**FY 2019 STIF Project Total**

\$0.00

**FY 2020 STIF Project Total**

\$25,000.00

**FY 2021 STIF Project Total**

\$26,000.00

**FY 2019 percent of STIF Funds supporting student transportation**

**FY 2020 percent of STIF Funds supporting student transportation**  
0.00 %

**FY 2021 percent of STIF Funds supporting student transportation**  
0.00 %

**✘ Project 3**

**Public Transportation Service Provider or Qualified Entity Name \***

Columbia County Rider

**Project Name \***

Increased Flex Service

*Limit 50 characters*

**Project Description \***

This project will expand the existing flex service that runs between st Helens and Scappoose by providing an additional five trips per day with enhanced routing and some reverse service that will reduce wait times between buses.

*Limit 500 Characters*

**Do you plan to expend funding in a future STIF Plan period?**

\*

- Yes
- No

**Is this project part of your 100% list or 130% list? \***

100 % List

**100% List Project Rank \***

3

**Project budget share to improve, expand or maintain public transportation service**

**Improve or Expand Service \***

100%

**Maintain Service**

0 %

**Local Plan from which this project is derived: \***

**Local Plan page number \***



Coordinated Public Transit - Human Services Transportation Plan

48-49

### Multi-Phase Project

Is your project part of a larger multi-phase project? \*

No

### 6.1.1 Project Scope

#### ✖ Task 1

#### Task Description

Create new service for the flex including service in the opposite direction as to increase access to local services, schools and stores.

Limit 250 Characters

#### Category \*

Operations 300-00 Operations

Specify the mode that this task will support.

- Fixed Route  Demand Response

#### 300.00 Operations Activity Type \*

- Operating Assistance 30.09

#### Operating Assistance Activity Detail \*

- 30.09.01 Operating Assistance  
 44.26.14 Communications  
 11.7L.00 Mobility Management

### 6.1.2 Expenditure Estimates

#### Expenditures by Fund Source and Fiscal Year

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

Fund Type *	2019	2020	2021	Total
✖ STIF		\$188,000.00	\$194,000.00	\$382,000.00
✖ Federal				\$0.00
✖ Other State				\$0.00
✖				\$0.00

<span style="color: red;">✖</span> Other Funds				\$0.00
	\$0.00	\$188,000.00	\$194,000.00	\$382,000.00

+ Add Fund Source

### 6.1.3 Outcome Measures

#### Minimum required measures for operations tasks

Revenue Miles \*

Revenue Hours \*

Rides \*

Number of people with access to transit (within ½ mile of transit stop for fixed route) \*

Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed route) \*

Number of new shared stops with other transit providers (reducing fragmentation in transit services) \*

Is this project supporting student transportation? \*

#### Choose at least one

Operations \*

- Number of students in grades 9-12 with free or reduced fare transit pass
- Number of students in grades 9-12 attending a school served by transit
- Number of rides provided to students in grades 9-12
- Other

Number of students in grades 9-12 with free or reduced fare transit pass \*

Number of students in grades 9-12 attending a school served by transit \*

#### Optional Outcome Measures

+ Add Outcome Measure

+ Add Task

## 6.2 Allocation of STIF funds by project

### STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.








**FY 2019 STIF Total**  
\$0.00

**FY 2020 STIF Total**  
\$188,000.00

**FY 2021 STIF Total**  
\$194,000.00

### Fund Allocation (Must not exceed 100% per criterion per fiscal year)

*If some criteria don't apply, fill in with zeros. Do not add or remove additional criterion.*

Criterion	FY 2019 *	FY 2020 *	FY 2021 *
 Criterion 1		70.0 %	70.0 %
 Criterion 2		10.0 %	10.0 %
 Criterion 3			
 Criterion 4			
 Criterion 5		10.0 %	10.0 %
 Criterion 6			
 Criterion 7		10.0 %	10.0 %
	0.0 %	100.0 %	100.0 %

+ Add #

### 6.3 Oregon Public Transportation Plan Goals

Select at least one goal.

#### Select the OPTP goals that apply to your STIF Plan Projects. \*

- Goal 1 Mobility: Public Transportation User Experience -- People of all ages, abilities, and income levels move reliably and conveniently between destinations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their daily needs.
- Goal 2: Accessibility and Connectivity -- Riders experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.
- Goal 3: Community Livability and Economic Vitality -- Public transportation promotes community livability and economic vitality by efficiently and effectively moving people of all ages to and from homes, jobs, businesses, schools and colleges, and other destinations in urban, suburban, and rural areas.
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- Goal 6: Safety and Security -- Public transportation trips are safe; riders feel safe and secure during their travel. Public transportation contributes to the resilience of Oregon communities.
- Goal 7: Environmental Sustainability -- Public transportation contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants.
- Goal 8: Land Use -- Public transportation is a tool that supports Oregon's state and local land use goals and policies. Agencies collaborate to ensure public transportation helps shape great Oregon communities providing efficient and effective travel options in urban, suburban, and rural areas.
- Goal 9: Funding and Strategic Investment -- Strategic investment in public transportation supports the overall transportation system, the economy, and Oregonians' quality of life. Sustainable and reliable funding enables public transportation services and infrastructure to meet public needs.
- Goal 10: Communication, Collaboration, and Coordination -- Public and private transportation providers and all levels of government within the state and across state boundaries work collaboratively and foster partnerships that make public transportation seamless regardless of jurisdiction.

#### Goal 1 Policies - Select all that apply. \*

- Policy 1.1: Provide consistent and reliable public transportation services that people can count on to meet their travel needs.
- Policy 1.2: Provide customers access to clear, accurate information about public transportation services through multiple sources and media.
- Policy 1.3: Enact fare policies that reflect the needs of the community served; ensure that public transportation fares are understandable and easy to pay.
- Policy 1.4: Coordinate and enhance mobility management services and strategies to better coordinate services to enable riders and potential riders to use public transportation.
- Policy 1.5: Advance efficient mobility and reduce traffic congestion by enabling and promoting reliable, efficient service on corridors identified as public transportation priority corridors.
- Policy 1.6: Work proactively with state and local planning bodies to support local and regional public transportation plans and goals throughout the state.

#### Goal 3 Policies - Select all that apply. \*

- Policy 3.1: Enhance access to education and employment via public transportation.

- Policy 3.2: Promote and support use of public transportation for tourism and special events in Oregon.
- Policy 3.3: Promote the use of public transportation to foster greater community livability.

#### **Goal 4 Policies - Select all that apply. \***

- Policy 4.1: Engage populations recognized as transportation disadvantaged in public transportation service decision making.
- Policy 4.2: Understand and communicate how disparities, barriers, and needs affect the ability of people to access and use public transportation, especially those who are transportation disadvantaged.
- Policy 4.3: Identify disparities, barriers, and needs that impact people's ability to access and use public transportation.
- Policy 4.4: Address the disparities, barriers, and needs that impact people's ability to access and use public transportation.
- Policy 4.5: Integrate equity criteria into funding decisions.

#### **Goal 5 Policies - Select all that apply. \***

- Policy 5.1: Provide access to healthy lifestyle options by supporting the ability of people to reach goods and services such as groceries, recreation, health care, and social opportunities via public transportation.
- Policy 5.2: Integrate health considerations into public transportation planning and decision making at the local, regional, and state level.
- Policy 5.3: Connect public transportation riders to health and social services.

#### **Goal 6 Policies - Select all that apply. \***

- Policy 6.1: Plan for, design, and locate transit stops and stations to support safe facilities, including providing safe street crossings.
- Policy 6.2: Provide for passenger and operator security on public transportation vehicles and at stops and stations through investments in facility design, amenities, appropriate security systems and personnel, and coordination with law enforcement staff.
- Policy 6.3: Enhance the safety of public transportation through personnel training and education programs.
- Policy 6.4: Promote public transportation as a safe travel option through public outreach campaigns and rider education programs.
- Policy 6.5: Incorporate innovations, such as new technologies and strategies, to increase public transportation safety and security.
- Policy 6.6: Integrate public transportation agencies and personnel into emergency response and recovery planning and training activities to support resilience during and after natural disasters and other emergencies.

#### **Goal 10 Policies - Select all that apply. \***

- Policy 10.1: Coordinate communication and marketing to promote knowledge and understanding of available public transportation services.
- Policy 10.2: Collaborate and share costs for resources, supplies, and services that can be used by multiple agencies.
- Policy 10.3: Identify and advance opportunities to share data resources and collection methods.
- Policy 10.4: Collaborate with various agencies, jurisdictions, and transportation providers in support of effective public transportation that is reliable and easy to use and helps meet state, regional, and community goals.
- Policy 10.5: Collaborate among agencies, jurisdictions, and providers to ensure the public transportation system is integrated as a component of the broader multimodal transportation system in Oregon. Provide leadership for public transportation activities and build upon efforts to coordinate public transportation services, especially statewide services.

## **6.4 Project Summary**

**Project Name**

Increased Flex Service

**STIF Project Grand Total**

\$382,000.00

**FY 2019 STIF Project Total**

\$0.00

**FY 2020 STIF Project Total**

\$188,000.00

**FY 2021 STIF Project Total**

\$194,000.00

**FY 2019 percent of STIF Funds supporting student transportation**

**FY 2020 percent of STIF Funds supporting student transportation**

10.00 %

**FY 2021 percent of STIF Funds supporting student transportation**

10.00 %

**✘ Project 4**

**Public Transportation Service Provider or Qualified Entity Name \***

Columbia County Rider

**Project Name \***

Expanded Vernonia Service

*Limit 50 characters*

**Project Description \***

This project will expand Vernonia service to include a stop in Banks for connection to west link and Tillamook transit, and expand the service from three days a week twice a day to five days a week twice a day. This project will also provide access to the Banks Vernonia Trail and Stewart Stub State Park.

*Limit 500 Characters*

**Do you plan to expend funding in a future STIF Plan period?**

\*

Yes

No

**Is this project part of your 100% list or 130% list? \***

100 % List

**100% List Project Rank \***

4

**Project budget share to improve, expand or maintain public transportation service**

**Improve or Expand Service \***

100%

**Maintain Service**

0 %

**Local Plan from which this project is derived: \***

Coordinated Public Transit - Human Services Transportation Plan

**Local Plan page number \***

48

## Multi-Phase Project

Is your project part of a larger multi-phase project? \*

No ▼

### 6.1.1 Project Scope

✖ Task 1

**Task Description**

Provide an additional stop in Banks to coordinate with WestLink and Tillamook Transit and expand from three days a week to five days a week.

*Limit 250 Characters*

**Category \***

Operations 300-00 Operations ▼

**Specify the mode that this task will support.**

- Fixed Route  Demand Response

**300.00 Operations Activity Type \***

- Operating Assistance 30.09

**Operating Assistance Activity Detail \***

- 30.09.01 Operating Assistance  
 44.26.14 Communications  
 11.7L.00 Mobility Management

### 6.1.2 Expenditure Estimates

**Expenditures by Fund Source and Fiscal Year**

*Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.*

Fund Type *	2019	2020	2021	Total
<span style="color: red;">✖</span> STIF	\$13,000.00	\$89,000.00	\$92,000.00	\$194,000.00
<span style="color: red;">✖</span> Federal				\$0.00
<span style="color: red;">✖</span> Other State				\$0.00
<span style="color: red;">✖</span> Local				\$0.00
<span style="color: red;">✖</span> Other Funds				\$0.00

\$13,000.00

\$89,000.00

\$92,000.00

\$194,000.00

+ Add Fund Source

### 6.1.3 Outcome Measures

#### Minimum required measures for operations tasks

Revenue Miles \*

73,440

Revenue Hours \*

2,040.00

Rides \*

2,040

Number of people with access to transit (within ½ mile of transit stop for fixed route) \*

10,985

Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed route) \*

1,373

Number of new shared stops with other transit providers (reducing fragmentation in transit services) \*

1

Is this project supporting student transportation? \*

No

#### Optional Outcome Measures

+ Add Outcome Measure

+ Add Task

## 6.2 Allocation of STIF funds by project

### STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.



6. Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.

7. Implementation of programs to provide student transit service for students in grades 9-12.








**FY 2019 STIF Total**  
\$13,000.00

**FY 2020 STIF Total**  
\$89,000.00

**FY 2021 STIF Total**  
\$92,000.00

**Fund Allocation (Must not exceed 100% per criterion per fiscal year)**

*If some criteria don't apply, fill in with zeros. Do not add or remove additional criterion.*

Criterion	FY 2019 *	FY 2020 *	FY 2021 *
 Criterion 1	50.0 %	50.0 %	50.0 %
 Criterion 2			
 Criterion 3			
 Criterion 4			
 Criterion 5	40.0 %	40.0 %	40.0 %
 Criterion 6	10.0 %	10.0 %	10.0 %
 Criterion 7			
	100.0 %	100.0 %	100.0 %

 Add #

**6.3 Oregon Public Transportation Plan Goals**

*Select at least one goal.*

**Select the OPTP goals that apply to your STIF Plan Projects. \***

- Goal 1 Mobility: Public Transportation User Experience -- People of all ages, abilities, and income levels move reliably and conveniently between destinations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their daily needs.
- Goal 2: Accessibility and Connectivity -- Riders experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.
- Goal 3: Community Livability and Economic Vitality -- Public transportation promotes community livability and economic vitality by efficiently and effectively moving people of all ages to and from homes, jobs, businesses, schools and colleges, and other destinations in urban, suburban, and rural areas.
- Goal 4: Equity -- Public transportation provides affordable, safe, efficient, and equitable transportation to jobs, services, and key destinations, improving quality of life for all Oregonians.
- Goal 5: Health -- Public transportation fosters improved health of Oregonians by promoting clean air, enhancing connections between people, enabling access to services such as health care and goods such as groceries, and by giving people opportunities to integrate physical activity into everyday life through walking and bicycling to and from public transportation.

- Goal 6: Safety and Security -- Public transportation trips are safe; riders feel safe and secure during their travel. Public transportation contributes to the resilience of Oregon communities.
- Goal 7: Environmental Sustainability -- Public transportation contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants.
- Goal 8: Land Use -- Public transportation is a tool that supports Oregon's state and local land use goals and policies. Agencies collaborate to ensure public transportation helps shape great Oregon communities providing efficient and effective travel options in urban, suburban, and rural areas.
- Goal 9: Funding and Strategic Investment -- Strategic investment in public transportation supports the overall transportation system, the economy, and Oregonians' quality of life. Sustainable and reliable funding enables public transportation services and infrastructure to meet public needs.
- Goal 10: Communication, Collaboration, and Coordination -- Public and private transportation providers and all levels of government within the state and across state boundaries work collaboratively and foster partnerships that make public transportation seamless regardless of jurisdiction.

**Goal 1 Policies - Select all that apply. \***

- Policy 1.1: Provide consistent and reliable public transportation services that people can count on to meet their travel needs.
- Policy 1.2: Provide customers access to clear, accurate information about public transportation services through multiple sources and media.
- Policy 1.3: Enact fare policies that reflect the needs of the community served; ensure that public transportation fares are understandable and easy to pay.
- Policy 1.4: Coordinate and enhance mobility management services and strategies to better coordinate services to enable riders and potential riders to use public transportation.
- Policy 1.5: Advance efficient mobility and reduce traffic congestion by enabling and promoting reliable, efficient service on corridors identified as public transportation priority corridors.
- Policy 1.6: Work proactively with state and local planning bodies to support local and regional public transportation plans and goals throughout the state.

**Goal 2 Policies - Select all that apply. \***

- Policy 2.1: Enhance existing and identify new public transportation connections and services.
- Policy 2.2: Improve access to and ease of use for public transportation by connecting routes and services, including linking stops and stations to bicycle and pedestrian facilities.
- Policy 2.3: Provide coordinated, seamless regional and intercity bus and rail public transportation services to enable trips for commuting and recreation, and assist rural residents to access services in larger communities.
- Policy 2.4: Encourage employers, educational institutions, and others to provide opportunities for employees' and clients' use of public transportation, carpool, vanpool, shuttles, and other shared rides.

**Goal 3 Policies - Select all that apply. \***

- Policy 3.1: Enhance access to education and employment via public transportation.
- Policy 3.2: Promote and support use of public transportation for tourism and special events in Oregon.
- Policy 3.3: Promote the use of public transportation to foster greater community livability.

**Goal 5 Policies - Select all that apply. \***

- Policy 5.1: Provide access to healthy lifestyle options by supporting the ability of people to reach goods and services such as groceries, recreation, health care, and social opportunities via public transportation.
- Policy 5.2: Integrate health considerations into public transportation planning and decision making at the local, regional, and state level.
- Policy 5.3: Connect public transportation riders to health and social services.

**Goal 10 Policies - Select all that apply. \***

- Policy 10.1: Coordinate communication and marketing to promote knowledge and understanding of available public transportation services.
- Policy 10.2: Collaborate and share costs for resources, supplies, and services that can be used by multiple agencies.
- Policy 10.3: Identify and advance opportunities to share data resources and collection methods.
- Policy 10.4: Collaborate with various agencies, jurisdictions, and transportation providers in support of effective public transportation that is reliable and easy to use and helps meet state, regional, and community goals.
- Policy 10.5: Collaborate among agencies, jurisdictions, and providers to ensure the public transportation system is integrated as a component of the broader multimodal transportation system in Oregon. Provide leadership for public transportation activities and build upon efforts to coordinate public transportation services, especially statewide services.

### 6.4 Project Summary

**Project Name**

Expanded Vernonia Service

**STIF Project Grand Total**

\$194,000.00

**FY 2019 STIF Project Total**

\$13,000.00

**FY 2020 STIF Project Total**

\$89,000.00

**FY 2021 STIF Project Total**

\$92,000.00

**FY 2019 percent of STIF Funds supporting student transportation**  
0.00 %

**FY 2020 percent of STIF Funds supporting student transportation**  
0.00 %

**FY 2021 percent of STIF Funds supporting student transportation**  
0.00 %

**✘ Project 5**

**Public Transportation Service Provider or Qualified Entity Name \***

Columbia County Rider

**Project Name \***

Honored Citizens Fare

*Limit 50 characters*

**Project Description \***

This program will facilitate an honored citizens program that will provide those with low income, elderly, disabled and veterans a \$1 per ride fare reduction. The program will provide for honored citizens cards and annual renew of the program and costs.

*Limit 500 Characters*

**Do you plan to expend funding in a future STIF Plan period?**

\*

Yes

No

Is this project part of your 100% list or 130% list? \*

100 % List ▼

100% List Project Rank \*

5

**Project budget share to improve, expand or maintain public transportation service**

Improve or Expand Service \*

100% ▼

Maintain Service

0 %

Local Plan from which this project is derived: \*

Coordinated Public Transit - Human Services Transportation Plan

Local Plan page number \*

51-52

**Multi-Phase Project**

Is your project part of a larger multi-phase project? \*

No ▼

**6.1.1 Project Scope**

**✘ Task 1**

**Task Description**

Create and implement an honored citizen program including: Honored citizen cards, Date of expiry stamp, method and criteria for obtaining, and implementation of the program

*Limit 250 Characters*

**Category \***

Administration 620-00 Project Administration ▼

**620-00 Project Administration \***

Project Administration 11.79

**Project Administration Activity Detail \***

11.79.00 Project Administration

**6.1.2 Expenditure Estimates**

**Expenditures by Fund Source and Fiscal Year**

*Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.*

Fund Type *	2019	2020	2021	Total
✘ STIF		\$16,000.00	\$16,000.00	\$32,000.00

 Federal				\$0.00
 Other State				\$0.00
 Local				\$0.00
 Other Funds				\$0.00
	\$0.00	\$16,000.00	\$16,000.00	\$32,000.00

[+ Add Fund Source](#)

### 6.1.3 Outcome Measures

#### Optional Outcome Measures

[+ Add Outcome Measure](#)

[+ Add Task](#)

## 6.2 Allocation of STIF funds by project

### STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.

**FY 2019 STIF Total**  
\$0.00







**FY 2020 STIF Total**  
\$16,000.00

**FY 2021 STIF Total**  
\$16,000.00

### Fund Allocation (Must not exceed 100% per criterion per fiscal year)

*If some criteria don't apply, fill in with zeros. Do not add or remove additional criterion.*

Criterion	FY 2019 *	FY 2020 *	FY 2021 *
 Criterion 1		0.0 %	

 Criterion 2			
 Criterion 3		100.0 %	100.0 %
 Criterion 4			
 Criterion 5			
 Criterion 6			
 Criterion 7			
	0.0 %	100.0 %	100.0 %

 Add #

### 6.3 Oregon Public Transportation Plan Goals

Select at least one goal.

**Select the OPTP goals that apply to your STIF Plan Projects. \***

- Goal 1: Mobility: Public Transportation User Experience -- People of all ages, abilities, and income levels move reliably and conveniently between destinations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their daily needs.
- Goal 2: Accessibility and Connectivity -- Riders experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.
- Goal 3: Community Livability and Economic Vitality -- Public transportation promotes community livability and economic vitality by efficiently and effectively moving people of all ages to and from homes, jobs, businesses, schools and colleges, and other destinations in urban, suburban, and rural areas.
- Goal 4: Equity -- Public transportation provides affordable, safe, efficient, and equitable transportation to jobs, services, and key destinations, improving quality of life for all Oregonians.
- Goal 5: Health -- Public transportation fosters improved health of Oregonians by promoting clean air, enhancing connections between people, enabling access to services such as health care and goods such as groceries, and by giving people opportunities to integrate physical activity into everyday life through walking and bicycling to and from public transportation.
- Goal 6: Safety and Security -- Public transportation trips are safe; riders feel safe and secure during their travel. Public transportation contributes to the resilience of Oregon communities.
- Goal 7: Environmental Sustainability -- Public transportation contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants.
- Goal 8: Land Use -- Public transportation is a tool that supports Oregon’s state and local land use goals and policies. Agencies collaborate to ensure public transportation helps shape great Oregon communities providing efficient and effective travel options in urban, suburban, and rural areas.
- Goal 9: Funding and Strategic Investment -- Strategic investment in public transportation supports the overall transportation system, the economy, and Oregonians’ quality of life. Sustainable and reliable funding enables public transportation services and infrastructure to meet public needs.
- Goal 10: Communication, Collaboration, and Coordination -- Public and private transportation providers and all levels of government within the state and across state boundaries work collaboratively and foster partnerships that make public transportation seamless regardless of jurisdiction.

**Goal 4 Policies - Select all that apply. \***

- Policy 4.1: Engage populations recognized as transportation disadvantaged in public transportation service decision making.
- Policy 4.2: Understand and communicate how disparities, barriers, and needs affect the ability of people to access and use public transportation, especially those who are transportation disadvantaged.
- Policy 4.3: Identify disparities, barriers, and needs that impact people's ability to access and use public transportation.
- Policy 4.4: Address the disparities, barriers, and needs that impact people's ability to access and use public transportation.
- Policy 4.5: Integrate equity criteria into funding decisions.

## 6.4 Project Summary

### Project Name

Honored Citizens Fare

### STIF Project Grand Total

\$32,000.00

### FY 2019 STIF Project Total

\$0.00

### FY 2020 STIF Project Total

\$16,000.00

### FY 2021 STIF Project Total

\$16,000.00

### FY 2019 percent of STIF Funds supporting student transportation

FY 2020 percent of STIF Funds supporting student transportation  
0.00 %

FY 2021 percent of STIF Funds supporting student transportation  
0.00 %

## Project 6

### Public Transportation Service Provider or Qualified Entity Name \*

Columbia County Rider

### Project Name \*

Match 5311f

*Limit 50 characters*

### Project Description \*

This project will help with Matching funds for the north County services.

*Limit 500 Characters*

### Do you plan to expend funding in a future STIF Plan period?

\*

- Yes  
 No

### Is this project part of your 100% list or 130% list? \*

### 130% List Project Rank \*

130 % List

1

**Project budget share to improve, expand or maintain public transportation service**

**Improve or Expand Service \***

100%

**Maintain Service**

0 %

**Local Plan from which this project is derived: \***

Coordinated Public Transit - Human Services Transportation Plan

**Local Plan page number \***

48

**Multi-Phase Project**

**Is your project part of a larger multi-phase project? \***

No

**6.1.1 Project Scope**

**✘ Task 1**

**Task Description**

Match the 5311f grant that is providing expanded line 5 service in the North County between Longview and St Helens.

*Limit 250 Characters*

**Category \***

Operations 300-00 Operations

**Specify the mode that this task will support.**

- Fixed Route
- Demand Response

**300.00 Operations Activity Type \***

- Operating Assistance 30.09

**Operating Assistance Activity Detail \***

- 30.09.01 Operating Assistance
- 44.26.14 Communications
- 11.7L.00 Mobility Management

**6.1.2 Expenditure Estimates**

**Expenditures by Fund Source and Fiscal Year**

*Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.*



Fund Type *	2019	2020	2021	Total
<input type="checkbox"/> STIF		\$73,238.00	\$73,238.00	\$146,476.00
<input type="checkbox"/> Federal				\$0.00
<input type="checkbox"/> Other State				\$0.00
<input type="checkbox"/> Local				\$0.00
<input type="checkbox"/> Other Funds				\$0.00
	\$0.00	\$73,238.00	\$73,238.00	\$146,476.00

[+ Add Fund Source](#)

### 6.1.3 Outcome Measures

#### Minimum required measures for operations tasks

Revenue Miles \*

Revenue Hours \*

Rides \*

Number of people with access to transit (within ½ mile of transit stop for fixed route) \*

Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed route) \*

Number of new shared stops with other transit providers (reducing fragmentation in transit services) \*

Is this project supporting student transportation? \*

#### Optional Outcome Measures

[+ Add Outcome Measure](#)

[+ Add Task](#)

### 6.2 Allocation of STIF funds by project

**STIF Criteria**

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.

**FY 2019 STIF Total**  
\$0.00

**FY 2020 STIF Total**  
\$73,238.00

**FY 2021 STIF Total**  
\$73,238.00

**Fund Allocation (Must not exceed 100% per criterion per fiscal year)**

*If some criteria don't apply, fill in with zeros. Do not add or remove additional criterion.*

Criterion	FY 2019 *	FY 2020 *	FY 2021 *
<input checked="" type="checkbox"/> Criterion 1		60.0 %	60.0 %
<input checked="" type="checkbox"/> Criterion 2			
<input checked="" type="checkbox"/> Criterion 3			
<input checked="" type="checkbox"/> Criterion 4			
<input checked="" type="checkbox"/> Criterion 5		20.0 %	20.0 %
<input checked="" type="checkbox"/> Criterion 6		20.0 %	20.0 %
<input checked="" type="checkbox"/> Criterion 7			
	0.0 %	100.0 %	100.0 %

**6.3 Oregon Public Transportation Plan Goals**

*Select at least one goal.*

**Select the OTP goals that apply to your STIF Plan Projects. \***

- Goal 1 Mobility: Public Transportation User Experience -- People of all ages, abilities, and income levels move reliably and conveniently between destinations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their daily needs.

- Goal 2: Accessibility and Connectivity -- Riders experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.
- Goal 3: Community Livability and Economic Vitality -- Public transportation promotes community livability and economic vitality by efficiently and effectively moving people of all ages to and from homes, jobs, businesses, schools and colleges, and other destinations in urban, suburban, and rural areas.
- Goal 4: Equity -- Public transportation provides affordable, safe, efficient, and equitable transportation to jobs, services, and key destinations, improving quality of life for all Oregonians.
- Goal 5: Health -- Public transportation fosters improved health of Oregonians by promoting clean air, enhancing connections between people, enabling access to services such as health care and goods such as groceries, and by giving people opportunities to integrate physical activity into everyday life through walking and bicycling to and from public transportation.
- Goal 6: Safety and Security -- Public transportation trips are safe; riders feel safe and secure during their travel. Public transportation contributes to the resilience of Oregon communities.
- Goal 7: Environmental Sustainability -- Public transportation contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants.
- Goal 8: Land Use -- Public transportation is a tool that supports Oregon's state and local land use goals and policies. Agencies collaborate to ensure public transportation helps shape great Oregon communities providing efficient and effective travel options in urban, suburban, and rural areas.
- Goal 9: Funding and Strategic Investment -- Strategic investment in public transportation supports the overall transportation system, the economy, and Oregonians' quality of life. Sustainable and reliable funding enables public transportation services and infrastructure to meet public needs.
- Goal 10: Communication, Collaboration, and Coordination -- Public and private transportation providers and all levels of government within the state and across state boundaries work collaboratively and foster partnerships that make public transportation seamless regardless of jurisdiction.

#### Goal 1 Policies - Select all that apply. \*

- Policy 1.1: Provide consistent and reliable public transportation services that people can count on to meet their travel needs.
- Policy 1.2: Provide customers access to clear, accurate information about public transportation services through multiple sources and media.
- Policy 1.3: Enact fare policies that reflect the needs of the community served; ensure that public transportation fares are understandable and easy to pay.
- Policy 1.4: Coordinate and enhance mobility management services and strategies to better coordinate services to enable riders and potential riders to use public transportation.
- Policy 1.5: Advance efficient mobility and reduce traffic congestion by enabling and promoting reliable, efficient service on corridors identified as public transportation priority corridors.
- Policy 1.6: Work proactively with state and local planning bodies to support local and regional public transportation plans and goals throughout the state.

#### Goal 2 Policies - Select all that apply. \*

- Policy 2.1: Enhance existing and identify new public transportation connections and services.
- Policy 2.2: Improve access to and ease of use for public transportation by connecting routes and services, including linking stops and stations to bicycle and pedestrian facilities.
- Policy 2.3: Provide coordinated, seamless regional and intercity bus and rail public transportation services to enable trips for commuting and recreation, and assist rural residents to access services in larger communities.
- Policy 2.4: Encourage employers, educational institutions, and others to provide opportunities for employees' and clients' use of public transportation, carpool, vanpool, shuttles, and other shared rides.

#### Goal 3 Policies - Select all that apply. \*

- Policy 3.1: Enhance access to education and employment via public transportation.
- Policy 3.2: Promote and support use of public transportation for tourism and special events in Oregon.

- Policy 3.3: Promote the use of public transportation to foster greater community livability.

**Goal 4 Policies - Select all that apply. \***

- Policy 4.1: Engage populations recognized as transportation disadvantaged in public transportation service decision making.
- Policy 4.2: Understand and communicate how disparities, barriers, and needs affect the ability of people to access and use public transportation, especially those who are transportation disadvantaged.
- Policy 4.3: Identify disparities, barriers, and needs that impact people's ability to access and use public transportation.
- Policy 4.4: Address the disparities, barriers, and needs that impact people's ability to access and use public transportation.
- Policy 4.5: Integrate equity criteria into funding decisions.

**Goal 5 Policies - Select all that apply. \***

- Policy 5.1: Provide access to healthy lifestyle options by supporting the ability of people to reach goods and services such as groceries, recreation, health care, and social opportunities via public transportation.
- Policy 5.2: Integrate health considerations into public transportation planning and decision making at the local, regional, and state level.
- Policy 5.3: Connect public transportation riders to health and social services.

**Goal 6 Policies - Select all that apply. \***

- Policy 6.1: Plan for, design, and locate transit stops and stations to support safe facilities, including providing safe street crossings.
- Policy 6.2: Provide for passenger and operator security on public transportation vehicles and at stops and stations through investments in facility design, amenities, appropriate security systems and personnel, and coordination with law enforcement staff.
- Policy 6.3: Enhance the safety of public transportation through personnel training and education programs.
- Policy 6.4: Promote public transportation as a safe travel option through public outreach campaigns and rider education programs.
- Policy 6.5: Incorporate innovations, such as new technologies and strategies, to increase public transportation safety and security.
- Policy 6.6: Integrate public transportation agencies and personnel into emergency response and recovery planning and training activities to support resilience during and after natural disasters and other emergencies.

**Goal 7 Policies - Select all that apply. \***

- Policy 7.1: Support public transportation investments as a key approach to reducing greenhouse gas (GHG) emissions, as emphasized in state policy.
- Policy 7.2: Transition to low- or zero-emission vehicle technologies, including all electric, hybrid, biofuels, compressed natural gas, and other fuel and propulsion technologies.
- Policy 7.3: Identify and implement sustainable transit system operations policies and practices

**Goal 8 Policies - Select all that apply. \***

- Policy 8.1: Increase the use of public transportation by fully integrating public transportation with other community plans including transportation, land use, and economic development plans.
- Policy 8.2: Elevate public transportation in developer, employer, community service provider, and public agency decision making, such as siting and development decisions. Recognize the impact land use has on people's ability to use public transportation and other transportation options.
- Policy 8.3: Foster the development of housing near public transportation routes and services.

**Goal 9 Policies - Select all that apply. \***

- Policy 9.1: Invest strategically in maintenance, planning, transit service, and capital improvements to preserve and enhance public transportation.
- Policy 9.2: Foster creative investments and partnerships among public agencies and private organizations to improve the efficiency and effectiveness of public transportation services.
- Policy 9.3: Pursue stable and consistent funding for public transportation operations and capital investments that maintain services and address identified needs.

**Goal 10 Policies - Select all that apply. \***

- Policy 10.1: Coordinate communication and marketing to promote knowledge and understanding of available public transportation services.
- Policy 10.2: Collaborate and share costs for resources, supplies, and services that can be used by multiple agencies.
- Policy 10.3: Identify and advance opportunities to share data resources and collection methods.
- Policy 10.4: Collaborate with various agencies, jurisdictions, and transportation providers in support of effective public transportation that is reliable and easy to use and helps meet state, regional, and community goals.
- Policy 10.5: Collaborate among agencies, jurisdictions, and providers to ensure the public transportation system is integrated as a component of the broader multimodal transportation system in Oregon. Provide leadership for public transportation activities and build upon efforts to coordinate public transportation services, especially statewide services.

**6.4 Project Summary**

**Project Name**

Match 5311f

**STIF Project Grand Total**

\$146,476.00

**FY 2019 STIF Project Total**

\$0.00

**FY 2020 STIF Project Total**

\$73,238.00

**FY 2021 STIF Project Total**

\$73,238.00

**FY 2019 percent of STIF Funds supporting student transportation**

**FY 2020 percent of STIF Funds supporting student transportation**

0.00 %

**FY 2021 percent of STIF Funds supporting student transportation**

0.00 %

[+ Add Project](#)

**7. STIF Plan Summary**

**STIF Plan Total**

\$1,053,476.00

**Amount Carried Forward**

\$0.00

**FY 2019 Total STIF Funds**

\$13,000.00

**FY 2020 Total STIF Funds**

\$513,238.00

**FY 2021 Total STIF Funds**

\$527,238.00

**FY 2019 Student STIF Funds**

\$0.00

**FY 2020 Student STIF Funds**

\$18,800.00

**FY 2021 Student STIF Funds**

\$19,400.00

**FY 2019 Percent of STIF Funds supporting student transportation**

0.00 %

**FY 2020 Percent of STIF Funds supporting student transportation**

3.66 %

**FY 2021 Percent of STIF Funds supporting student transportation**

3.68 %

**Please explain why your allocation of STIF Funds to support student transportation is less than 1%. \***

We are not using STIF funds for 2019 except for the City of Vernonia and Banks. Thus 2019 shows zero.

*Limit 500 Characters*

**Effective Date**

This STIF Plan shall become effective as of the date it is approved by the Oregon Transportation Commission and it shall terminate as of the end date specified in Section 5 of the approved STIF Plan.

**Signature**

This STIF Plan serves as a legally binding agreement between the Qualified Entity and the State of Oregon, acting by and through its Department of Transportation.

Download the signature page here [STIF Plan signature page](#).

**Upload signature page here. \***

Upload

or drag files here.

*Limit 100 MB*

Submit STIF Plan

Save

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

## Columbia County Rider Longview/Kelso Intercity Service

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

**Project Contact**  
**Todd Wood**  
[todd.wood@co.columbia.or.us](mailto:todd.wood@co.columbia.or.us)  
Tel: 503-366-0159

**Additional Contacts**  
*none entered*

### Columbia County Rider

1155 Deer Island Rd  
St Helens, OR 97051

**County Commissioner**  
Henry Heimuller  
[henry.heimuller@co.columbia.or.us](mailto:henry.heimuller@co.columbia.or.us)

Telephone 503-366-0159  
Fax 503-366-4720  
Web <https://www.nworegontransit.org/agencies/columbia-county-rider/>  
EIN 93-6002288

### Application Questions [top](#)

#### Provider Information

##### 1. Transit Agency Type

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

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

- Fixed Route
- Demand Response
- Deviated Fixed Route

#### Risk Assessment Information

This risk assessment section contains a subset of the entire risk assessment. The entire risk assessment will be populated with the answers you provide in this section and data already reported to RPTD. Please contact Andrew.S.Keefe@odot.state.or.us 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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##### 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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- 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."

Columbia County rider is governed by the Columbia County Commission which is a three member panel. Columbia County Employees Robin McIntyre as legal counsel to oversee transit operations. The county finance department oversees the finances of the transit division. Columbia County Rider direct staffing include Todd M. Wood who has more than 15 years experience in transit including more than 10 years experience in transit management, John Dreeszen who has more than 30 years accounting and non profit experience including grant compliance, and Angela Garrett who has more than 15 years experience in administrative functions including accounts receivable, payable and cash handling. The Columbia County Rider staff will manage, and report on the project throughout the cycle with oversight from the County staff.

### 12. Capacity to Maintain Compliance

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

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

- Yes  
 No

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

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

Columbia County Rider utilizes a contractor to provide drivers for the service. The current contractor is MTR western. All drivers and MTR western operations manager are located in the same facility as County staff. This allows Columbia County Rider staff to manage, oversee, and correct any issues with the contracted services. The county plans, analyzes and adjusts service on a regular basis with input from the contractor.

For payment the contractor bills the County directly and the County pays the contractor directly. All management of Federal and State monies are handled solely by the County.

## Project Information

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

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

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

The residents of Northern Columbia County have limited access to services such as Doctors, Groceries, Shopping etc. Columbia County Rider improves that access by running service that Connects our Downtown Portland Route, as well as all residents of Northern Columbia County with the Longview/Kelso are of Washington State. Additionally this service allows access to Astoria via Sunset empire and allows residents of Clatsop County to access Longview/Kelso via public transit.

This project continues this operation five days a week twice a day and looks to expand the operation to four trips per day. Four trips per day will make it easier for residents to make short trips to the store, or Doctors and gives two more opportunities a day to meet with Amtrak. Additionally, residents of Columbia County will have access to river cities transit opening up more areas for basic needs and recreation.

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

See guidance for exemptions to this requirement.

Columbia Counties, Coordinated Public Transit - Human Services Transportation Plan Adopted September 6, 2017 Page 33, shows currently existing services, 50-52 discuss needs to expand services to more hours of the day. Pages 61-63 discuss unmet needs and how to improve upon them.

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

Enter an amount in dollars.

168462

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

Check all that apply

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

## Equity and Public Transportation Service to Low Income Households

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

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

Rainier, Clatskanie and the surrounding areas are a great distance Major Metro areas. Longview/Kelso is the closest access for major services. North Columbia County lacks a hospital, train station and many of the basic human services most people need. This service will allow those without personal transportation to continue to access these services and by expanding the service more hours per day more give more opportunities for this much needed access. Additionally the low cost of a ride from Rainier to Longview makes this service more accessible to those on low or fixed incomes who might otherwise be unable to pay for another option.

## 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 supports connections between Sunset Empire giving riders the opportunity to travel to Astoria, it also connects to River Cities Transit, TriMet, and Amtrak. Sunset empire has worked with Columbia County to allow a connection at our Rainier Transit facility to allow transfer of passengers going to and coming from Clatsop County. Additionally River Cities allows Columbia County Rider use of their transit center to allow transfers to and from their system.

## 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.

With multiple travel destination opportunities riders are able to access systems from Portland all the way to the coast and into Washington State. This project continues and expands on that access that for riders and builds upon the total state system.

## 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 match from this project will come from STIF dollars. Once the biennium has passed STIF money will help continue to fund the operation of this project. We are anticipating additional dollars from a Washington state MPO and hope to use that to assist in operating expenses.

### 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.

This process depends on STIF for matching funds. However, if Matching funds fall through from the STIF we will match using local funds.

## 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.



As the population of Columbia County grows projects like this will expand access to services without the need for a personal auto. This will remove cars from the road which will reduce traffic and pollution.

**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 continues and expands access to Longview, WA for residents of North Columbia County. With more service access, more stores, and more frequent service residents will have more opportunity to utilize the system to get where they need to be.

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

Additional bus service will equate to fewer car trips over the Longview/Kelso Bridge. This bridge is already fairly well traveled. With less traffic the risk of accidents is diminished.

**Capital Assets**

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

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

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

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

**Project Category and Fund Source**

Project Category	Project Cost	Other Fund Source (Federal)	Other Fund Source (State)	Other Fund Source (Local)	Other Fund Source (Other)	Project Category Totals
Vehicle Purchase - Expansion	\$	\$	\$	\$	\$	\$ 0
Vehicle Purchase - Replacement or Right-Sizing	\$	\$	\$	\$	\$	\$ 0
Equipment Purchase	\$	\$	\$	\$	\$	\$ 0
Facility Purchase	\$	\$	\$	\$	\$	\$ 0
Signs/Shelters Purchase	\$	\$	\$	\$	\$	\$ 0
Planning	\$	\$	\$	\$	\$	\$ 0
Project Administration	\$	\$	\$	\$	\$	\$ 0
Operating	\$ 281,956	\$	\$	\$	\$	\$ 281,956
Preventive Maintenance	\$ 54,968	\$	\$	\$	\$	\$ 54,968
Mobility Management	\$	\$	\$	\$	\$	\$ 0
<b>Total</b>	<b>\$ 336,924</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$336,924</b>

**Project Totals and Match Rate**

Fund Source	Total Project Amount (Grant Amount + Match Amount)	Match Rate	Grant Amount	Match Amount	Match Sources	Overmatch Amount (If Any)	Match Funding is available if project is awarded?	Date match available	% of Funds used for Demand Response Transportation	% of Funds used for Fixed Route Transportation
STIF Discretionary - All Project Categories (20% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %
STIF Discretionary - All Project Categories, Qualified Projects (10% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %
STIF Intercommunity Discretionary - All Project Categories (20% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %
STIF Intercommunity Discretionary - All Project Categories, Qualified Projects (10% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %
5311 (f) Intercity - Operating (50% Match)	\$ 281,956	50 %	\$ 140,978	\$ 140,978	STIF Text	\$	Yes Yes/No	07/01/2020 xx/xx/xxxx	0 %	100 %
5311 (f) Intercity - Capital, Planning, Project Administration, Preventive Maintenance, Mobility Management (20% Match)	\$ 54,968	10 %	\$ 49,471	\$ 5,497	STIF Text	\$	Yes Yes/No	07/01/2020 xx/xx/xxxx	0 %	100 %

**Vehicle Purchase**

Vehicle Purchase	Vehicle Purchase Type	VIN of vehicle being replaced	Make	Model	Vehicle Category	Quantity	Unit Cost	Total Cost	Seats	ADA Stations	Seats w/ADA Stations Deployed	Fuel Type	Estimated Order Date	Estimated Delivery Date	Mileage	Date of Reading	Seller	Vehicle Condition
Vehicle Purchase 1	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only used vehicle	Only used vehicle	Only used vehicle	Only used vehicle
Vehicle Purchase 2	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only used vehicle	Only used vehicle	Only used vehicle	Only used vehicle
Vehicle Purchase 3	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only used vehicle	Only used vehicle	Only used vehicle	Only used vehicle
Vehicle Purchase 4	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only used vehicle	Only used vehicle	Only used vehicle	Only used vehicle
Vehicle Purchase 5	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only used vehicle	Only used vehicle	Only used vehicle	Only used vehicle
Vehicle	Expansion/Replacement	Only	Text	Text	Select	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only	Only	Only	Only

Purchase 6		answer if replacing vehicle			Letter (A-E)								answer if purchasing used vehicle	answer if purchasing used vehicle	answer if purchasing used vehicle	answer if purchasing used vehicle		
Vehicle Purchase 7	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 8	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 9	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 10	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle

### Vehicle Replacement Information

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

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

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

### Document Upload [top](#)

#### Documents Requested \*

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

Required?

#### Attached Documents \*

[Coordinated Plan](#)

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

Application ID: 134392

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

## Columbia County Rider GPS / Online Tracker System

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

**Project Contact**  
**Todd Wood**  
[todd.wood@co.columbia.or.us](mailto:todd.wood@co.columbia.or.us)  
Tel: 503-366-0159

**Additional Contacts**  
*none entered*

### Columbia County Rider

1155 Deer Island Rd  
St Helens, OR 97051

**County Commissioner**  
Henry Heimuller  
[henry.heimuller@co.columbia.or.us](mailto:henry.heimuller@co.columbia.or.us)

Telephone 503-366-0159  
Fax 503-366-4720  
Web <https://www.nworegontransit.org/agencies/columbia-county-rider/>  
EIN 93-6002288

### Application Questions [top](#)

#### Provider Information

##### 1. Transit Agency Type

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

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- Demand Response
- Deviated Fixed Route

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##### 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."

Columbia County rider is governed by the Columbia County Commission which is a three member panel. Columbia County Employees Robin McIntyre as legal counsel to oversee transit operations. The county finance department oversees the finances of the transit division. Columbia County Rider direct staffing include Todd M. Wood who has more than 15 years experience in transit including more than 10 years experience in transit management, John Dreeszen who has more than 30 years accounting and non profit experience including grant compliance, and Angela Garrett who has more than 15 years experience in administrative functions including accounts receivable, payable and cash handling. The Columbia County Rider staff will manage, and report on the project throughout the cycle with oversight from the County staff.

### 12. Capacity to Maintain Compliance

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

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

- Yes  
 No

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

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

-no answer-

## 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."

Currently Columbia Counties Contractor MTR Western provides GPS and tracking for our busses. Columbia County would like to bring GPS and tracking activities in house. This software will allow integration with online system that will give members of the public access to see where our buses are and when they will arrive. It will also integrate with our partners in Clatsop, Tillamook and Lincoln Counties allowing them to also track and see where our service is. This will increase connections and coordination.

Additionally this service will allow the County to track, monitor and adjust service by receiving significantly better run time, route and stop data.

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

See guidance for exemptions to this requirement.

Columbia Counties, Coordinated Public Transit - Human Services Transportation Plan Adopted September 6, 2017 Page 58 discusses utilizing technology for service efficiencies, mobile access and better customer information.

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

Enter an amount in dollars.

-no answer-

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

Check all that apply

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

## Equity and Public Transportation Service to Low Income Households

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

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

This project will allow access to online and mobile options for bus services. This give people the opportunity to check when buses will arrive and leave giving more options and keeping folks from having to wait outside. Additionally Dial-a-ride customers who have access to a computer or mobile device will be able to tell when their bus is arriving.

## 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 software and GPS will allow integration between Sunset Empire, Tillamook Transit, and Lincoln County Transit. All four systems will be able to work together on one system. This will allow better coordination of services between these agencies. Additionally PCC, TriMet, River Cities and other agencies will be able to access the same interface as riders to determine when our buses are reaching destinations to allow improved coordination between systems.

## 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.

With this service in place an individual will access to real time data for our buses and service. With this information in hand a person can easily schedule rides and determine when the next available bus will be arriving. Ideally, a rider can board anywhere along the coast and using one app be easily able to map their ride all the way to Portland.

## 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 match and ongoing maintenance will be met with Local funds from Columbia County. Once the project is in place long term funding for the continued operation of this project will come from local funds and local contracts that contribute to the operation of Columbia County Rider.

### 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.

With increased availability of real-time data people will be more likely to utilize public transit. More public transit use reduces the number of vehicles on the road and will ultimately reduce population, and greenhouse gas emissions.

Additionally real time GPS data allows transit systems to better utilize their assets reducing wasted energy by increasing route efficiencies.

## 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.**

More data online from more systems will increase participation in public transportation. Our system is one of the only systems in our direct area that does not have online public access to real-time data. By adding real-time data more riders will be inclined to utilize the system. Additionally our staff will be able to better analyse run-time data in order to make the system more efficient which in turn will promote ridership.

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

GPS tracking will allow much faster access for law enforcement to access a vehicle if needed. It also allows our dispatchers to make better decisions about bus routing when serious safety issues cause problems on the roadway (i.e. fires).

**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 capital purchases will include equipping all buses without their own GPS with a GPS and tying that system into the tracking software. IT will also include the initial start up and set up costs of the tracking software including any needed hardware and software.

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

**Project Category and Fund Source**

Project Category	Project Cost	Other Fund Source (Federal)	Other Fund Source (State)	Other Fund Source (Local)	Other Fund Source (Other)	Project Category Totals
Vehicle Purchase - Expansion	\$	\$	\$	\$	\$	\$ 0
Vehicle Purchase - Replacement or Right-Sizing	\$	\$	\$	\$	\$	\$ 0
Equipment Purchase	\$ 8,500	\$	\$	\$ 850	\$	\$ 9,350
Facility Purchase	\$	\$	\$	\$	\$	\$ 0
Signs/Shelters Purchase	\$	\$	\$	\$	\$	\$ 0
Planning	\$	\$	\$	\$	\$	\$ 0
Project Administration	\$	\$	\$	\$	\$	\$ 0
Operating	\$ 26,000	\$	\$	\$	\$	\$ 26,000
Preventive Maintenance	\$	\$	\$	\$	\$	\$ 0
Mobility Management	\$	\$	\$	\$	\$	\$ 0
<b>Total</b>	<b>\$ 34,500</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 850</b>	<b>\$ 0</b>	<b>\$35,350</b>

**Project Totals and Match Rate**

Fund Source	Total Project Amount (Grant Amount + Match Amount)	Match Rate	Grant Amount	Match Amount	Match Sources	Overmatch Amount (If Any)	Match Funding is available if project is awarded?	Date match available	% of Funds used for Demand Response Transportation	% of Funds used for Fixed Route Transportation
STIF Discretionary - All Project Categories (20% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %
STIF Discretionary - All Project Categories, Qualified Projects (10% Match)	\$ 31,570	10 %	\$ 28,413	\$ 3,157	Columbia County Text	\$	Yes Yes/No	07/01/2019 xx/xx/xxxx	%	100 %
STIF Intercommunity Discretionary - All Project Categories (20% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %
STIF Intercommunity Discretionary - All Project Categories, Qualified Projects (10% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %
5311 (f) Intercity - Operating (50% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %
5311 (f) Intercity - Capital, Planning, Project Administration, Preventive Maintenance, Mobility Management (20% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %

**Vehicle Purchase**

Vehicle Purchase	Vehicle Purchase Type	VIN of vehicle being replaced	Make	Model	Vehicle Category	Quantity	Unit Cost	Total Cost	Seats	ADA Stations	Seats w/ADA Stations Deployed	Fuel Type	Estimated Order Date	Estimated Delivery Date	Mileage	Date of Reading	Seller	Vehicle Condition
Vehicle Purchase 1	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only purchasing used vehicle	Only purchasing used vehicle	Only purchasing used vehicle	Only purchasing used vehicle
Vehicle Purchase 2	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only purchasing used vehicle	Only purchasing used vehicle	Only purchasing used vehicle	Only purchasing used vehicle
Vehicle Purchase 3	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only purchasing used vehicle	Only purchasing used vehicle	Only purchasing used vehicle	Only purchasing used vehicle
Vehicle Purchase 4	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only purchasing used vehicle	Only purchasing used vehicle	Only purchasing used vehicle	Only purchasing used vehicle
Vehicle Purchase 5	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only purchasing used vehicle	Only purchasing used vehicle	Only purchasing used vehicle	Only purchasing used vehicle
Vehicle Purchase 6	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only purchasing used vehicle	Only purchasing used vehicle	Only purchasing used vehicle	Only purchasing used vehicle

Vehicle Purchase 7	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	vehicle	vehicle	vehicle	vehicle
Vehicle Purchase 8	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 9	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 10	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle

### Vehicle Replacement Information

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

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

Equipment, Signs, Shelters, Facilities, Land	Item Description	Model Number	Quantity	Estimated Unit Cost	Total Cost	Expected Order Date	Expected Item Delivery Date	Location	Lot Size	Square Footage	If breaking ground, have you filled out DCE?
Row 1	GPS Tracking Software	Swiftly	1 #	\$ 8,500	\$ 8,500	07/01/2019	xx/xx/xxxx	06/30/2020 CCRider Buses			e If Applicable
Row 2	Text		1 #	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 3	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 4	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 5	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 6	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 7	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 8	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 9	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 10	Text		#	\$	\$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable

### Document Upload [top](#)

#### Documents Requested \*

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

Required?

#### Attached Documents \*

[Coordinated Plan](#)

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