

Discretionary Application
**2025-27 Tillamook County Transportation
 Distric STIF Disc. & STN**

Applicant
 Tillamook County Transportation District
 3600 Third Street, Suite A
 Tillamook, OR 97141-0188

Number: P-25-0978
Date: 09/05/2024
Notice #: D25STIFSTN
Closing Date/Time: 09/05/2024 11:59 PM
Planned Agreement Start: 07/01/2025
Planned Agreement End: 06/30/2027

D-U-N-S Number: 137058033
FEIN: 931235175
Provider Type: Transit or Transportation District

**Authorized Representative
(Person signing Grant Agreement)**

Contact: Brian Vitulli
Title:
Phone: 1 (503) 842-3115
Email: bvitulli@tillamookbus.com

Application Contact

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Title:
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Email: bvitulli@tillamookbus.com

Risk Assessment

1. Did your agency have any turnover of management or financial staff in the last two years?	Yes
2. 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
3. What type of accounting system does your agency use?	Automated
4. Does your agency have a system in place that will account for 100 percent of each employee's time?	Yes
5. Was your agency audited by the State and/or Federal government in the past two years?	No
6. If you answered "Yes" in question 5, did the audit result in one or more audit findings?	Yes
7. If applicable, share a list of findings and repeat findings. Insufficient segregation of duties.	
8. If applicable, explain any repeat audit findings. Insufficient segregation of duties.	
9. List the year of your last audit and include a URL to the audit document. Year ending June 30, 2022. Unaware of URL but can provide document if requested.	
10. Is the Public Transportation Division currently conducting a forensic audit of your agency?	No
11. Did your agency stay on budget in the past two years?	Yes
12. Certification of Compliance	Yes

Delegation of Administration

13. Do you plan to use a subrecipient or contractor to implement the grant supported activity?	Yes
14. If you answered "Yes" in question 13, list the subrecipient(s) and/or contractor(s).	N/A
15. If you answered "Yes" in question 13, describe how your agency will provide sufficient subrecipient and/or contractor oversight to ensure eligibility is maintained while receiving STIF Discretionary or Statewide Transit Network moneys.	

A competitive procurement process will be conducted to select a qualified contractor to implement the project. My management team will provide oversight relating to satisfactory completion of the scope and staying on budget.

Project Information

16. Project Title	Bus Shelter Purchase and Installation
<p>17. Project Description This project involves the purchase and installation of up to six (6) bus shelters along U.S. Route 101 in the City of Garibaldi. Upon completion of the Oregon Department of Transportation's project to upgrade U.S. 101 through downtown Garibaldi, the successful award of STIF Discretionary funding will allow the Tillamook County Transportation District to purchase and install bus shelters upon the concrete shelter pads constructed as part of the ODOT project.</p> <p>The upgrades to this segment of U.S. 101 will help make the area safer and more accessible for all users - cyclists, pedestrians, individuals with mobility devices, and drivers. The project will:</p> <ul style="list-style-type: none"> • Repave the road and apply new striping. • Construct new ADA curb ramps and sidewalks at the rail crossings on 3rd Street and 7th Street. • Create bus stop pull out areas at six (6) locations. • Construct new sidewalks between 1st Street and 11th Street. • Enhance street signs to enhance wayfinding capabilities. • Improve water drainage. <p>Construction begins in August 2024 and is estimated to be complete in late summer 2025.</p>	
<p>18. What is the main type of service that will be supported with this award? Deviated Fixed Route</p>	
<p>19. If you selected "Other" in question 18, please describe. N/A</p>	
<p>20. Describe the task level deliverables, including where applicable the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and contract completion date. Upon OTC approval of grant awards on March 3, 2025, and the execution of a grant agreement with ODOT, the District will begin a competitive procurement process to secure a qualified contractor for the best price. The ITB process would take approximately two months. The contract award period would take two to three months, including the Board of Directors contract approval step. The actual work to purchase and install the bus stop infrastructure is dependent on the availability/timeliness of the shelters and required hardware.</p> <p>A funding award for this project would allow for the expedient use of those funds to make significant safety and access improvements to this portion of TCTD's Route 3 (Tillamook-Manzanita-Cannon Beach) service.</p>	
<p>21. Select the fund source(s) for which you would like to be considered for and that you believe your project is eligible to receive. Check all that apply. STIF Discretionary, STIF Intercommunity Discretionary</p>	
<p>22. What is the estimated total cost to complete this project? Include the total request in this application plus all additional expenditures required to complete the project.</p>	\$100,000
<p>23. What is the minimum award amount (grant share only, not including match) that will still allow your project to proceed?</p>	\$70,000
<p>24. If you would like to be considered for a 10% match, select each factor that you believe is exemplified by the proposed project. Provides statewide benefits to multiple Public Transportation Service Providers outside of the area where the proposed project will be located, Fills a significant gap in the Statewide Transit Network, i.e. the service connects two or more communities that are 20 or more miles from each other, Serves an area outside of the Public Transportation Service Provider's geographic jurisdiction, Predominantly serves or provides access to and from rural communities (communities outside of urbanized areas with populations of 50,000 people or less)</p>	
<p>25. Will Federal funds be used to complete this project? No</p>	
<p>26. For intercity projects, identify the origin and destination of the proposed service as well as each municipality that the service stops in along the route. The origin and destination of this project are Tillamook and Manzanita and Cannon Beach, respectively. Communities served along the route include Idaville, Bay City, Garibaldi, Rockaway Beach, Wheeler, Nehalem, Manzanita, and Cannon Beach. This project will leverage the current improvement project being constructed by ODOT to upgrade the segment of U.S. 101 through Garibaldi to help make the area safer and more accessible for all users - cyclists, pedestrians, transit riders, individuals with mobility devices, and drivers.</p>	

27. What is the gap in intercity transportation service that it fills?	
The intercity service gap the Tillamook County Transportation District (TCTD) fills is along U.S. 101 on the northwest Oregon coast between the City of Tillamook in Tillamook County and Cannon Beach in Clatsop County. TCTD operates critical transit service to a large geographical area and fills a significant service gap by providing transit along the coast.	
28. Would this award support ongoing operations of an existing service?	
No	
29. If you answered "Yes" to the question 28, describe any elements of the proposed project that differ from the existing service.	
30. If you answered "Yes" to question 28, provide a brief history of the current service.	
31. If you answered "Yes" to question 28 provide the costs for operations for the service for the previous fiscal year.	N/A
33. If the service operated in 2022, how many unique riders were served by the service? Answer N/A if not tracked.	0
37. If the service operated in 2023, how many unique riders were served by the service? Answer N/A if not tracked.	0
41. If you answered "No" to question 28, what is the predicted number of unique riders that will be served in the first full year of service? Answer N/A if not tracked.	N/A
44. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements?	
Yes	
45. If this project will involve breaking ground or any other activity that might require environmental review (e.g., facility construction or improvement), what is the address of the project?	
U.S. 101 between 1st and 11th Streets in Garibaldi.	
46. Describe proposed capital purchases. Capital assets are items that cost at least \$5,000 and have a useful life of at least three years. If no capital assets are included in your application, answer N/A.	
This project involves the purchase of up to six bus shelters and the required hardware.	

Scored Questions

Community benefits (STIF-Discretionary 30%, STN 50%)

47. Describe the need this project addresses. Please provide information to support these statements.	
This project leverages a unique opportunity to enhance transit accessibility on the main thoroughfare through Garibaldi. The Oregon Department of Transportation very recently began an upgrade project on U.S. 101 through downtown Garibaldi. The enhancements to this segment of U.S. 101 will help make the area safer and more accessible for all users, including bicyclists, pedestrians, transit riders, individuals with mobility devices, and drivers. The project will repave the road and apply new striping, construct new ADA curb ramps and sidewalks at the rail crossings on 3rd Street and 7th Street, create bus stop pull outs at six (6) locations, construct new sidewalks between 1st Street and 11th Street, enhance street signs to enhance wayfinding capabilities, and improve water drainage.	
A funding award for this project will allow the Tillamook County Transportation District to purchase and install bus shelters upon the concrete shelter pads constructed as part of the ODOT project.	
48. Describe how your agency determined this need existed, including any community engagement you conducted.	
Through ongoing coordination, collaboration, and relationship building with the Oregon Department of Transportation, the Tillamook County Transportation District learned of this upcoming ODOT improvement project and seized upon the opportunity to improve the bus stop infrastructure along U.S. 101 in Garibaldi.	
Since rural transit bus stop infrastructure is often difficult to improve due to limited right-of-way, lack of adequate pedestrian facilities, and lengthy distances between municipalities, the District recognized that the upcoming ODOT U.S. 101 upgrade project was a unique opportunity to also upgrade bus stop accessibility throughout Garibaldi.	
49. Describe the expected community benefits from this project.	
Enhanced safety, accessibility, mobility, and operational efficiencies will be attained if this project is awarded funding. The transit-riding community will benefit from visible, safe, and accessible boarding and alighting locations throughout Garibaldi.	
50. If this project did not receive funding from this solicitation, what are the expected impacts?	
The District would have to proceed with project using reserves from its general fund.	
51. Describe how this project supports positive health outcomes.	
Safe, identifiable, accessible, and well-designed bus stop infrastructure is helpful in making users safe while using transit.	
52. Does your project have the potential to increase the use of active	Yes

transportation, including public transportation?

53. If you answered "Yes" in question 52, please describe how.
 Since Garibaldi is one of the few population centers in northern Tillamook County that includes characteristics beneficial to transit systems such as fairly dense land use, functional pedestrian facilities, and a vibrant downtown that offers employment, retail, and hospitality opportunities, this project has the potential to enhance active transportation and transit usage by offering safe and accessible bus stop infrastructure.

If you are not applying for Statewide Transit Network (STIF Intercommunity and FTA 5311(f)) funding, go to question 67.

For applications for Statewide Transit Network funding, please answer questions 54-66. For questions that don't apply to this project, respond N/A.

54. Select all that apply to your project.	Improves the passenger experience.
55. Describe how this project would improve each of the items you selected in question 54. N/A	
56. Describe how this project implements technological innovations that improve efficiencies and support a seamless and easy to use Statewide Transit Network. N/A	
57. Describe how this project develops service improvements and/or approaches that can be replicated statewide. N/A	
58. Describe how this project improves infrastructure at interregional transit hubs. N/A	
59. Describe how this project improves, maintains, or creates a transit stop that is served by two or more fixed route transportation service providers. N/A	
60. If this is an intercity service, list the names of all other intercity transportation services such as other public transit services, nonprofit or for-profit transportation services, or passenger rail with which it shares stops. N/A	
61. When the intercity service connects with other intercity or local transportation services or passenger rail is the layover time long enough for passengers to reliably transfer to another service?	Yes
62. When the intercity service connects with other intercity or local transportation services or passenger rail is the layover time 60 minutes or less?	Yes
63. Can riders make a round trip on the intercity transportation service in the same day and have at least three hours at their destination to conduct business?	Yes
64. What is the service frequency of the intercity service?	7 days/week
65. Does the project provide benefits for the Statewide Transit Network that have not been addressed in the previous questions in this section?	No
66. If you answered "Yes" in question 65, describe any additional project benefits.	

Equity (STIF-Discretionary 20%, STN 15%)

67. What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please attach it to your application. TCTD provides a range of transportation services to customers throughout Tillamook County, with routes traveling into Clatsop, Lincoln, Washington, and Multnomah counties.
68. If the project serves more than one community (e.g. intercity bus), what are the geographic boundaries (e.g. city, county, and/or urban growth boundaries, etc.) of the primary beneficiaries of the service? The service provided by the Tillamook County Transportation District (TCTD) includes the northwest Oregon coast from southern Clatsop County to northern Lincoln County, and all the way from the City of Tillamook in Tillamook County through Washington and Multnomah counties and into Portland. TCTD operates critical transit service to a large geographical area and fills a significant service gap by providing transit along the coast and into the Willamette Valley. This includes from Cannon Beach in Clatsop County to the north, Lincoln City in Lincoln County to the south, all the way to Portland through Washington and Multnomah counties.
69. What engagement has your agency conducted or does it plan to conduct with disadvantaged communities or their representatives in the development of this project? The District will reach out to City of Garibaldi representatives and residents to notify them of the implementation of enhanced transit infrastructure in their community.
70. If such engagement is not important to the success of this project, please explain why. Since the current ODOT U.S. 101 upgrade project went through an extensive community engagement process, this project will build upon that by identifying the improved bus stop boarding and alighting

locations and accompanying infrastructure.	
71. How will disadvantaged communities benefit from this project? The six (6) enhanced bus stop locations throughout Garibaldi will be more identifiable and accessible to disadvantaged communities.	
72. How will disadvantaged communities be burdened by this project? N/A	

Climate mitigation (STIF-Discretionary 20%, STN 15%)

73. For planning projects, please describe how the project will lead to reductions in greenhouse gas emissions. N/A	
74. If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project. N/A	
75. If applicable, describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation. N/A	
76. Is the proposed project a zero-emission capital project (e.g., facility improvement or vehicle purchase)?	No

Answer questions 77-84 if you are applying for funding for one or more standard fuel vehicles (i.e., diesel or gasoline). Otherwise, skip to question 85.

A "standard fuel vehicle" is a vehicle that uses diesel or gasoline. "Low- or no-emission vehicles" include battery electric, fuel cell electric, diesel-electric hybrid, gas-electric hybrid, natural gas, propane or other alternative fuel.

77. Does the proposed project include the acquisition of one or more standard fuel vehicle (i.e., diesel or gasoline)?	No
78. If you answered "Yes" to question 77, what low- or no-emission vehicle options did your agency consider? Select all that apply.	
79. If you answered "Other alternative fuel" for question 78, please explain.	
80. Why does your agency believe that a low or no-emission vehicle is not a practicable option currently? Select all that apply.	
81. If you selected "Other" for question 80, please explain.	
82. If your agency is applying for a standard fuel vehicle, describe the efforts your agency made to determine that an alternative fuel vehicle is not a practicable option currently.	
83. For each vehicle you intend to acquire if awarded funding, please provide the vehicle category and propulsion type.	
84. For each vehicle you intend to acquire if awarded funding, please estimate the annual total miles each vehicle will be driven for each year of service (i.e., annual vehicle miles travelled).	

Safety (STIF-Discretionary 20%, STN 10%)

85. Describe the safety improvements or features funded by this project. In particular, how will the project improve the safety of vulnerable road users and transit riders? In addition to the safety improvements that will be incorporated into the upgrade project of U.S. 101 through downtown Garibaldi, the successful award of STIF Discretionary funding will allow the Tillamook County Transportation District to purchase and install bus shelters upon the concrete shelter pads constructed as part of the ODOT project. The upgrades to this segment of U.S. 101 will help make the area safer and more accessible for bicyclists, pedestrians, transit riders, individuals with mobility devices, and drivers by repaving the road and applying new striping, constructing new ADA curb ramps and sidewalks at the rail crossings on 3rd Street and 7th Street, creating bus stop pull out areas at six (6) locations, constructing new sidewalks between 1st Street and 11th Street, and enhancing street signs to enhance wayfinding capabilities.	
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Readiness to proceed (STIF-Discretionary 10%, STN 10%)

86. Describe why this project is realistic. How will you successfully implement the project and complete it on budget and within the grant agreement period? If awarded funding for this project, this project could be implemented very quickly, therefore ODOT will see a very quick return on their investment in the Tillamook County Transportation District. Upon OTC approval of grant awards on March 3, 2025, and the execution of a grant agreement with ODOT, the District will begin a competitive procurement process to secure a qualified contractor for the best price. The ITB process would take approximately two months. The contract award period would take two to three months, including the Board of Directors contract approval step. The actual work to procure and install the bus top infrastructure is dependent on the availability/timeliness of the shelters and required hardware, but it is anticipated that delays will be minimal.	
87. If this project will last beyond the 2025-2027 biennium, describe the plan for ongoing funding including match. If not applicable, respond N/A.	

N/A
88. Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, answer N/A. N/A
89. If actual costs exceed the budgeted amount for the project, describe your contingency plans. N/A
90. Describe how your project could be scaled down to receive a smaller amount of money than your desired request. If your project cannot be scaled down, write N/A. As described above, if not awarded funding, or funded at a lower level, the District would have to use reserves from its general fund.
91. Describe the process your agency has for creating and maintaining the public General Transit Feed Specification (GTFS) data that describe the service. We work through Trillium as part of their contract with ODOT for GTFS data creation and maintenance.

Requested (Summary)

Total Project Budget:	\$99,996.00
Local Match:	\$19,999.00
Total Grant:	\$79,997.00

Project Details				
Number	Number	Sub Type	Status	Total
P-25-0978-01	Capital Asset	Signs/Shelters	Complete	\$99,996.00

Create: Brian Vitulli
Issue: Brian Vitulli

Date: 09/05/2024
Date: 09/19/2024

Capital Asset
Signs/Shelters

2025-27 Tillamook County Transportation Distric STIF Disc. & STN

Number: P-25-0978-01
Date: 09/05/2024

Task Description

Purchase and installation of up to six (6) bus shelters along U.S. Route 101 in the City of Garibaldi.

Task Budget

Total Project Cost \$99,996.00
 Match Ratio (Fund/Provider) 80%/20%
 Total Grant Request \$79,997.00

Match Source

State \$0.00
 Local \$19,999.00
 Fare Box \$0.00
 In Kind \$0.00
 Other \$0.00

Real Property and Construction Projects

Will this project involve breaking ground or any other activity that might require environmental review per federal requirements?	Yes
Are any FTA-funded buildings that your transit agency owns located in a flood zone?	No
If yes, do you have flood insurance?	No

ALI Coding				
Item #	Quantity	Description	Unit Price	Total Cost
1	6	11.32.10 Passenger Shelters = = = = = Purchase and installation of up to six (6) bus shelters Item Information Location(s) including address or tax lot and Lat/Long (Example 45.559821, -123.908738 45.559633, 632 E. Apple Dr., The -123.908695 Dalles 97058 OR Tax 45.559329, Lot 820 (3N-11E-35DB) -123.914280 at the Port of Hood 45.559168, River AND Latitude= -123.914355 45.214940/ Longitude 45.559334, = -123.969360): -123.916766 45.559349, -123.916316 Milestones Project start date 04/07/2025 RFP/IFB: Request for 04/28/2025 proposal/Invitation for bid date Construction start 06/23/2025 date Construction end 07/31/2025 date Project completion 08/15/2025 date	\$16,666	\$99,996.00

Discretionary Application
**2025-27 Tillamook County Transportation
 Distric STIF Disc. & STN**

Applicant
 Tillamook County Transportation District
 3600 Third Street, Suite A
 Tillamook, OR 97141-0188

Number: P-25-0915
Date: 09/04/2024
Notice #: D25STIFSTN
Closing Date/Time: 09/05/2024 11:59 PM
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D-U-N-S Number: 137058033
FEIN: 931235175
Provider Type: Transit or Transportation District

**Authorized Representative
(Person signing Grant Agreement)**

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Application Contact

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Risk Assessment

1. Did your agency have any turnover of management or financial staff in the last two years?	Yes
2. 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
3. What type of accounting system does your agency use?	Automated
4. Does your agency have a system in place that will account for 100 percent of each employee's time?	Yes
5. Was your agency audited by the State and/or Federal government in the past two years?	Yes
6. If you answered "Yes" in question 5, did the audit result in one or more audit findings?	Yes
7. If applicable, share a list of findings and repeat findings. Insufficient segregation of duties.	
8. If applicable, explain any repeat audit findings. Insufficient segregation of duties.	
9. List the year of your last audit and include a URL to the audit document. Year ending June 30, 2022. Unaware of URL but can provide document if requested.	
10. Is the Public Transportation Division currently conducting a forensic audit of your agency?	No
11. Did your agency stay on budget in the past two years?	Yes
12. Certification of Compliance	Yes

Delegation of Administration

13. Do you plan to use a subrecipient or contractor to implement the grant supported activity?	Yes
14. If you answered "Yes" in question 13, list the subrecipient(s) and/or contractor(s).	N/A
15. If you answered "Yes" in question 13, describe how your agency will provide sufficient subrecipient and/or contractor oversight to ensure eligibility is maintained while receiving STIF Discretionary or Statewide Transit Network moneys.	

A competitive procurement process will be conducted to select a qualified contractor to implement the project. My management team will provide oversight relating to satisfactory completion of the scope and staying on budget.

Project Information

<p>16. Project Title</p>	<p>Fire Alarm System Replacement and Update</p>
<p>17. Project Description This project involves replacing and updating the fire alarm systems of the District's Administration and Vehicle Maintenance buildings. With replacement of the fire alarm panels, the systems must be updated to the current fire alarm code, requiring the expansion of both systems. Since the existing system is a proprietary system, it is necessary to replace the proprietary components. The fire alarm system will also be split into two, independent fire alarm systems with no interconnection.</p> <p>The original Administration building fire alarm system only covered the west half of the building, so this project will have to expand detection and notification into the remainder of the building.</p> <p>The Vehicle Maintenance building fire alarm system will stay virtually the same, but it will be monitored as its own system, independent from the Administration building. Added will be rate-of-rise heat detectors in the shop and mezzanine area.</p> <p>Upon completion, the project will have installed two independent, non-proprietary fire alarm systems meeting the requirements for manual activation and occupancy notification for each building. These new systems can be serviced and monitored by virtually any fire alarm vendor. Finally, when/if the new systems are activated, the system will know exactly which detector activated the fire alarm system, providing a more precise response.</p>	
<p>18. What is the main type of service that will be supported with this award? Other</p>	
<p>19. If you selected "Other" in question 18, please describe. Enhanced safety and asset protection is what will be supported with this funding award. The District's Administration Building (AB) is the primary component that allows all of our operational requirements to be carried out. It houses the District's management team and support staff, to include the offices of the General Manager, Operations, Finance, Accounting, Human Resources, and Administration and Marketing; the NW Rides Brokerage which is responsible for non-emergency medical transportation (NEMT) services for the three-county area of Tillamook, Clatsop, and Columbia counties; the Dispatch Center that oversees Dial-A-Ride, Fixed-Route, and Intercity transit services; a training/meeting room that allows for driver trainer sessions/new driver orientations, meetings between management staff and represented employees, and for collective bargaining agreement sessions between the union and management. The AB also houses the District's Board of Directors meeting room where monthly governance meetings are held as well as community advisory groups. The safety and protection of the AB is vital to the continued successful operation and management of public transportation services throughout Tillamook County and beyond.</p> <p>Since the District brought maintenance of its entire fleet in-house in the last two to three years, the Vehicle Maintenance Building (VMB) has seen a large investment in tools and equipment necessary for proper and timely routine vehicle maintenance and repairs. The VMB has three bays outfitted with four-post mobile lifts that allows District mechanics to perform their work safely and efficiently. The VMB is also a critical component that allows the District to fulfill its mission to connect the community through sustainable transit services.</p>	
<p>20. Describe the task level deliverables, including where applicable the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and contract completion date. Upon OTC approval of grant awards on March 3, 2025, and the execution of a grant agreement with ODOT, the District will begin a competitive procurement process to secure a qualified contractor for the best price. The ITB process would take approximately two months. The contract award period would take two to three months, including the Board of Directors contract approval step. The actual work to replace and update the fire alarm systems in both the Administration and Vehicle Maintenance Buildings is expected to take approximately one to two months.</p> <p>A funding award for this project would allow for the expedient use of those funds to make significant safety and asset protection improvements to the District's operations.</p>	
<p>21. Select the fund source(s) for which you would like to be considered for and that you believe your project is eligible to receive. Check all that apply. FTA Section 5311(f) Intercity, STIF Discretionary, STIF Discretionary, STIF Intercommunity Discretionary</p>	
<p>22. What is the estimated total cost to complete this project? Include the total request in this application plus all additional expenditures required to complete the project.</p>	<p>\$80,000</p>
<p>23. What is the minimum award amount (grant share only, not including</p>	<p>\$62,000</p>

match) that will still allow your project to proceed?	
24. If you would like to be considered for a 10% match, select each factor that you believe is exemplified by the proposed project. Provides statewide benefits to multiple Public Transportation Service Providers outside of the area where the proposed project will be located, Provides statewide benefits to multiple Public Transportation Service Providers outside of the area where the proposed project will be located, Fills a significant gap in the Statewide Transit Network, i.e. the service connects two or more communities that are 20 or more miles from each other, Fills a significant gap in the Statewide Transit Network, i.e. the service connects two or more communities that are 20 or more miles from each other, Serves an area outside of the Public Transportation Service Provider's geographic jurisdiction, Serves an area outside of the Public Transportation Service Provider's geographic jurisdiction, Predominantly serves or provides access to and from rural communities (communities outside of urbanized areas with populations of 50,000 people or less), Predominantly serves or provides access to and from rural communities (communities outside	
25. Will Federal funds be used to complete this project? No	
26. For intercity projects, identify the origin and destination of the proposed service as well as each municipality that the service stops in along the route. Since this project involves the replacement and updating of the fire alarm systems to both the Administration and Vehicle Maintenance Buildings, which are critical to all of the District's operations, the entire operation is impacted. This includes from Cannon Beach in Clatsop County to the north, Lincoln City in Lincoln County to the south, all the way to Portland through Washington and Multnomah counties.	
27. What is the gap in intercity transportation service that it fills? The intercity service gap the Tillamook County Transportation District (TCTD) fills is along the northwest Oregon coast from southern Clatsop County to northern Lincoln County, and all the way from the City of Tillamook in Tillamook County through Washington and Multnomah counties and into Portland. TCTD operates critical transit service to a large geographical area and fills a significant service gap by providing transit along the coast and into the Willamette Valley.	
28. Would this award support ongoing operations of an existing service? No	
29. If you answered "Yes" to the question 28, describe any elements of the proposed project that differ from the existing service. The replacement and updating of the fire alarm systems to both the Administration and Vehicle Maintenance Buildings are critical to the District's existing and continuing operations throughout the northwest Oregon coast and into the Willamette Valley.	
30. If you answered "Yes" to question 28, provide a brief history of the current service. The Tillamook County Transportation District (TCTD) was established in July 1997 as an Oregon transportation district whose mission is to "Connect Communities Through Sustainable Transit Services." The District accomplishes its mission by providing a variety of public transportation services throughout northwest Oregon, including local deviated fixed-route bus services, intercity/commuter bus services, general public Dial-A-Ride, and non-emergency medical transportation services. TCTD provides a range of transportation services to customers throughout Tillamook County, with routes traveling into Clatsop, Lincoln, Washington, and Multnomah counties. With a county population of approximately 27,400 residents living within 1,100 square miles, a majority of its residents are scattered among seven incorporated cities and 14 unincorporated communities. Around 80% of the County's residents live along U.S. Route 101. The City of Tillamook serves as the county seat and is the largest population center in the County with just over 5,200 people. Operating a fleet of approximately 30 vehicles, ridership has responded positively since the pandemic. The past year, TCTD provided 124,000 passenger trips. Despite being challenged with a shortage of available transit drivers, made worse by a shortage of affordable housing, the District continues to provide essential transportation services to a large rural environment.	
31. If you answered "Yes" to question 28 provide the costs for operations for the service for the previous fiscal year.	N/A
33. If the service operated in 2022, how many unique riders were served by the service? Answer N/A if not tracked.	0
37. If the service operated in 2023, how many unique riders were served by the service? Answer N/A if not tracked.	0
41. If you answered "No" to question 28, what is the predicted number of unique riders that will be served in the first full year of service? Answer N/A if not tracked.	0
44. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements? No	
45. If this project will involve breaking ground or any other activity that might require environmental review (e.g., facility construction or improvement), what is the address of the project?	
46. Describe proposed capital purchases. Capital assets are items that cost at least \$5,000 and have a useful life of at least three years. If no capital assets are included in your application,	

answer N/A.
N/A

Scored Questions

Community benefits (STIF-Discretionary 30%, STN 50%)

<p>47. Describe the need this project addresses. Please provide information to support these statements. This project involves replacing and updating the fire alarm systems of the District's Administration and Vehicle Maintenance buildings to allow for enhanced safety and asset protection of the District's resources and operations. Since the existing system is a proprietary system, it is necessary to replace the proprietary components to allow for timely service calls and availability of parts.</p> <p>The original Administration building fire alarm system only covered the west half of the building, so this project will have to expand detection and notification into the remainder of the building.</p> <p>The Vehicle Maintenance building fire alarm system will stay virtually the same, but it will be monitored as its own system, independent from the Administration building. Added will be rate-of-rise heat detectors in the shop and mezzanine area.</p> <p>Upon completion, the project will have installed two independent, non-proprietary fire alarm systems meeting the requirements for manual activation and occupancy notification for each building. These new systems can be serviced and monitored by virtually any fire alarm vendor. Finally, when/if the new systems are activated, the system will know exactly which detector activated the fire alarm system, providing a more precise response.</p>	
<p>48. Describe how your agency determined this need existed, including any community engagement you conducted. The District's Asset Management Plan/Inventory identified the age, use of proprietary components, and difficulty in getting qualified technicians to service the fire alarm systems as ongoing issues that needed to be addressed.</p>	
<p>49. Describe the expected community benefits from this project. Enhanced safety and asset protection is what will be supported with this funding award. The District's Administration Building (AB) is the primary component that allows all of our operational requirements to be carried out.</p>	
<p>50. If this project did not receive funding from this solicitation, what are the expected impacts? The District would have to proceed with project using reserves from its general fund.</p>	
<p>51. Describe how this project supports positive health outcomes. Properly functioning fire alarm systems for the Administration and Vehicle Maintenance Buildings is critical for the prevention of fire incidents and the health and safety of all District employees.</p>	
<p>52. Does your project have the potential to increase the use of active transportation, including public transportation?</p>	<p>No</p>
<p>53. If you answered "Yes" in question 52, please describe how.</p>	
<p>If you are not applying for Statewide Transit Network (STIF Intercommunity and FTA 5311(f)) funding, go to question 67.</p>	
<p>For applications for Statewide Transit Network funding, please answer questions 54-66. For questions that don't apply to this project, respond N/A.</p>	
<p>54. Select all that apply to your project.</p>	<p>None apply to my project.</p>
<p>55. Describe how this project would improve each of the items you selected in question 54. N/A</p>	
<p>56. Describe how this project implements technological innovations that improve efficiencies and support a seamless and easy to use Statewide Transit Network. N/A</p>	
<p>57. Describe how this project develops service improvements and/or approaches that can be replicated statewide. N/A</p>	
<p>58. Describe how this project improves infrastructure at interregional transit hubs. N/A</p>	
<p>59. Describe how this project improves, maintains, or creates a transit stop that is served by two or more fixed route transportation service providers. N/A</p>	
<p>60. If this is an intercity service, list the names of all other intercity transportation services such as other public transit services, nonprofit or for-profit transportation services, or passenger rail with which it shares stops. N/A</p>	
<p>61. When the intercity service connects with other intercity or local transportation services or passenger rail is the layover time long enough for</p>	<p>Yes</p>

passengers to reliably transfer to another service?	
62. When the intercity service connects with other intercity or local transportation services or passenger rail is the layover time 60 minutes or less?	Yes
63. Can riders make a round trip on the intercity transportation service in the same day and have at least three hours at their destination to conduct business?	Yes
64. What is the service frequency of the intercity service?	7 days/week
65. Does the project provide benefits for the Statewide Transit Network that have not been addressed in the previous questions in this section?	No
66. If you answered "Yes" in question 65, describe any additional project benefits.	

Equity (STIF-Discretionary 20%, STN 15%)

67. What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please attach it to your application. TCTD provides a range of transportation services to customers throughout Tillamook County, with routes traveling into Clatsop, Lincoln, Washington, and Multnomah counties.	
68. If the project serves more than one community (e.g. intercity bus), what are the geographic boundaries (e.g. city, county, and/or urban growth boundaries, etc.) of the primary beneficiaries of the service? The service provided by the Tillamook County Transportation District (TCTD) includes the northwest Oregon coast from southern Clatsop County to northern Lincoln County, and all the way from the City of Tillamook in Tillamook County through Washington and Multnomah counties and into Portland. TCTD operates critical transit service to a large geographical area and fills a significant service gap by providing transit along the coast and into the Willamette Valley. This includes from Cannon Beach in Clatsop County to the north, Lincoln City in Lincoln County to the south, all the way to Portland through Washington and Multnomah counties.	
69. What engagement has your agency conducted or does it plan to conduct with disadvantaged communities or their representatives in the development of this project? N/A	
70. If such engagement is not important to the success of this project, please explain why. This project involves replacing and updating the fire alarm systems of the District's Administration and Vehicle Maintenance buildings, and as such, is an internal issue that does not require community engagement.	
71. How will disadvantaged communities benefit from this project? N/A	
72. How will disadvantaged communities be burdened by this project? N/A	

Climate mitigation (STIF-Discretionary 20%, STN 15%)

73. For planning projects, please describe how the project will lead to reductions in greenhouse gas emissions. N/A	
74. If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project. N/A	
75. If applicable, describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation. N/A	
76. Is the proposed project a zero-emission capital project (e.g., facility improvement or vehicle purchase)?	No

Answer questions 77-84 if you are applying for funding for one or more standard fuel vehicles (i.e., diesel or gasoline). Otherwise, skip to question 85.

A "standard fuel vehicle" is a vehicle that uses diesel or gasoline. "Low- or no-emission vehicles" include battery electric, fuel cell electric, diesel-electric hybrid, gas-electric hybrid, natural gas, propane or other alternative fuel.

77. Does the proposed project include the acquisition of one or more standard fuel vehicle (i.e., diesel or gasoline)?	No
78. If you answered "Yes" to question 77, what low- or no-emission vehicle options did your agency consider? Select all that apply.	
79. If you answered "Other alternative fuel" for question 78, please explain.	
80. Why does your agency believe that a low or no-emission vehicle is not a practicable option currently? Select all that apply.	
81. If you selected "Other" for question 80, please explain.	
82. If your agency is applying for a standard fuel vehicle, describe the efforts your agency made to determine that an alternative fuel vehicle is not a practicable option currently.	

83. For each vehicle you intend to acquire if awarded funding, please provide the vehicle category and propulsion type.

84. For each vehicle you intend to acquire if awarded funding, please estimate the annual total miles each vehicle will be driven for each year of service (i.e., annual vehicle miles travelled).

Safety (STIF-Discretionary 20%, STN 10%)

85. Describe the safety improvements or features funded by this project. In particular, how will the project improve the safety of vulnerable road users and transit riders?

Properly functioning fire alarm systems for the Administration and Vehicle Maintenance Buildings is critical for the prevention of fire incidents and the health and safety of all District employees.

Readiness to proceed (STIF-Discretionary 10%, STN 10%)

86. Describe why this project is realistic. How will you successfully implement the project and complete it on budget and within the grant agreement period?

If awarded funding for this project, this project could be implemented very quickly, therefore ODOT will see a very quick return on their investment in the Tillamook County Transportation District. Upon OTC approval of grant awards on March 3, 2025, and the execution of a grant agreement with ODOT, the District will begin a competitive procurement process to secure a qualified contractor for the best price. The ITB process would take approximately two months. The contract award period would take two to three months, including the Board of Directors contract approval step. The actual work to replace and update the fire alarm systems in both the Administration and Vehicle Maintenance Buildings is expected to take approximately one to two months.

A funding award for this project would allow for the expedient use of those funds to make significant safety and asset protection improvements to the District's operations.

87. If this project will last beyond the 2025-2027 biennium, describe the plan for ongoing funding including match. If not applicable, respond N/A.

N/A

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

N/A

89. If actual costs exceed the budgeted amount for the project, describe your contingency plans.

N/A

90. Describe how your project could be scaled down to receive a smaller amount of money than your desired request. If your project cannot be scaled down, write N/A.

As described above, if not awarded funding, or funded at a lower level, the District would have to use reserves from its general fund.

91. Describe the process your agency has for creating and maintaining the public General Transit Feed Specification (GTFS) data that describe the service.

We work through Trillium as part of their contract with ODOT for GTFS data creation and maintenance.

Requested (Summary)

Total Project Budget:	\$80,000.00
Local Match:	\$16,000.00
Total Grant:	\$64,000.00

Project Details				
Number	Number	Sub Type	Status	Total
P-25-0915-01	Non-Capital	Administration	Complete	\$80,000.00

Create: Brian Vitulli
Issue: Brian Vitulli

Date: 09/05/2024
Date: 09/19/2024

Non-Capital

Administration

2025-27 Tillamook County Transportation Distric STIF Disc. & STN

Number: P-25-0915-01
Date: 09/05/2024

Task Description

Replace and Update District Facilities' Fire Alarm Systems

Task Budget

Task Cost	\$80,000.00
Match Ratio (Fund/Provider)	80%/20%
Total Grant Request	\$64,000.00

Match Source

State	\$0.00
Local	\$16,000.00
Fare Box	\$0.00
In Kind	\$0.00
Other	\$0.00