

Tillamook County Transportation District
Board of Directors
Regular Monthly Meeting



Wednesday, March 18, 2026, at 6:00PM
Transportation Building
3600 Third Street, Tillamook, Oregon

Tillamook County Transportation District
BOARD OF DIRECTORS – REGULAR MONTHLY MEETING
Agenda: Wednesday, March 18, 2026 @ 6:00pm

To attend by phone, please dial: +1 (253) 215-8782 Meeting ID: 880 8898 5392
To attend virtually, please use this link: <https://us02web.zoom.us/j/88088985392>

REGULAR MEETING

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Announcements, Changes to Agenda, Agenda Approval
5. Public & Guest Comments
6. Executive Session: None

STATE OF THE DISTRICT REPORT

7. Financial and Grant Reports (January)
8. Service Performance Reports (January) (Pg. 1)
9. Northwest Oregon Transit Alliance (Pgs. 2-4)
10. NW Rides Brokerage Report (February) (Pgs. 5-7)
11. General Manager Report (Pgs. 8-10)
 - a. Administration/Coordination
 - b. Planning/Development
 - c. Grant Funding
 - d. Facility/Property Management
 - e. Operations/Vehicle Maintenance
12. Miscellaneous

CONSENT

13. Motion to Approve the Minutes of February 18, 2026, Regular Board Meeting (Pgs. 11-15)
14. Motion to Approve January 2026 Financial Statements

ACTION ITEMS

15. Resolution 26-04 Authorizing the General Manager to Execute Amendment Number 1 to ODOT Grant Agreement Number 35822 (Pgs. 16-23)
16. Resolution 26-05 Adopting the FY 2025-2027 STIF Formula Fund Plan Amendment and Authorizing the General Manager to Submit the Amended FY 2025-2027 STIF Formula Fund Plan (Pgs. 24-60)

DISCUSSION ITEMS

17. Staff Comments
18. Board of Directors Comments
19. Adjournment

UPCOMING EVENTS

Tillamook County Transportation District

MONTHLY PERFORMANCE REPORT

January 2026

RIDERSHIP BY SERVICE TYPE

	Jan 2026	Jan 2025	YTD FY 25-26	YTD FY 24-25	YTD % Change
<u>Dial-A-Ride Service</u>					
Tillamook County Program	321	339	2,442	2,094	16.6%
Dial-A-Ride Total	727	698	4,157	4,856	-14.4%

Deviated Fixed Route Service

Rt 1: Town Loop	3,529	3,133	23,614	21,998	7.3%
Rt 2: Netarts/Oceanside	211	202	1,405	1,485	-5.4%
Rt 3: Manzanita/Cannon Beach	2,088	2,120	15,055	14,969	0.6%
Rt 4: Lincoln City	727	828	5,274	6,347	-16.9%
Rt 6: Port of Tillamook Bay Loop	292	253	2,198	1,648	33.4%
Pacific City Free Shuttle	0	0	1,135	0	100.0%
Local Fixed Rt Total	6,847	6,536	48,681	46,447	4.8%

Intercity Service

Rt 5: Portland	477	464	4,334	4,232	2.4%
Inter City Total	477	464	4,334	4,232	2.4%

TOTAL ALL SERVICES	8,051	7,698	57,172	55,535	2.9%
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ONE-WAY TRIPS BY USER GROUP (Allocated)					
	Fixed		YTD	YTD	YTD %
USER GROUP	Route	DAR	FY 25-26	FY 24-25	Change
General (18 years to 60 years of age)	4,394	116	31,793	31,306	1.6%
Senior/Disabled	2,417	582	20,446	20,434	0.1%
Child/Youth	513	29	3,798	3,795	0.1%
Total	7,324	727	56,037	55,535	0.9%

OTHER RIDER CATEGORIES					
	Fixed		YTD	YTD	YTD %
	Route	DAR	FY 25-26	FY 24-25	Change
Ride Connection	36		292	409	-28.6%
Tillamook Bay Community College	189		1,378	1,029	33.9%
NWOTA Visitor Pass	31		412	268	53.7%
NW Rides		279	1,127	N/A	N/A
Youth Free	544		4,664	4,506	3.5%
Amtrak	50		599	417	43.6%
Bicycles	55		932	N/A	N/A

nwCONNECTOR

Coordinating Committee In-Person Meeting

March 13, 2026 | 10:00a - Noon

Tillamook County Transportation District

3600 3rd Street, Tillamook OR.

Join Zoom Meeting:

<https://us02web.zoom.us/j/87552290259>

Call In: 1 253 215 8782

Meeting ID: 875 5229 0259

Agenda

10:00-10:05a	 Introductions		Brian Vitulli
10:05 - 10:30a	 Consent Calendar January Meeting Minutes Financial Report Emissions/Ridership Tracking Website Updates Bus Stop Project Update	✓	Brian Vitulli/All
10:30-11:00a	 ODOT Public Transit Division Update  ODOT Funding Updates		Arla Miller
11:00-11:30a	 Transportation Options Summer Events & Schedules		Sarah Lu Heath/All
11:30-12:00p	 Member Updates NWOTA Meeting Locations		All

Attachments:

January Meeting Minutes

Ridership/Passenger Mile Tracking

Meetings are open to the public and accommodations will be provided to persons with disabilities. If a sign language interpreter is needed, please call Sarah Lu Heath at 971.328.2877 at least 48 hours prior to the meeting.

www.nwconnector.org



January 9, 2026

NWOTA Meeting Minutes

In attendance: Cynda Bruce, David Carr, Cody Franz, Sarah Lu Heath, Logan Hoffman, Brian Vitulli, and Chris Wheatley.

New Website Development

Logan Hoffman from Madison Avenue Collective joined the meeting to discuss the process and cost of building a new website for www.nwconnector.org. The cost quoted to NWOTA in 2025 will be honored at \$50,000. The process will begin with a 2 hour Discovery Workshop in June, followed by monthly check-ins for the rest of the year. The anticipated launch date for the new website is January 2027.

MAC requests that NWOTA agencies think about functionality upgrades for the new website. In the near term, it was requested that Logan develop an annual report for the website for 2025 and update the map to include CCR's new connection from St Helen's to Rainier. The annual report is to get a 12 month survey on website visitor demographics, most visited pages, and seasonality of requests.

Consent Calendar

Minutes were reviewed and corrections made regarding the CARES Act and Rural Veterans Healthcare Transportation program names.

The emissions tracking sheet was reviewed. It was discovered that the Highway 30 Route may be incorrect due to loss and then partial recovery of service. Sarah Lu will evaluate the tool and correct as needed.

The Bus Stop Project updates were provided by Brian Vitulli. The 30% design is complete, and work continues with anticipation of 60% design in the next month. The Hebo stop NEPA will go to ODOT also within the next month.

Cynda and Brian discussed the Waldport stop and the need to protect the utility poll without moving it. It was agreed that Jacobs would place bollards or their recommended solution in the area.

NWConnector Enhancements

TCTD is updating the design of the shelter maps and visitor passes. The group is asked to use the Google Form for order amounts.

2026 NWOTA President

Cynda Bruce nominated Brian Vitulli to serve as the NWOTA President in anticipation of her retirement from Lincoln County Transit later in 2026. Chris Wheatley seconded the motion and it passed unanimously.

2026 Work Plan

A draft 2026 Work Plan was presented and discussed in-depth at the December NWOTA meeting. Based on feedback Sarah Lu Heath amended the plan and presented it. Brian Vitulli made a motion to accept the plan and Cynda Bruce seconded; motion passed unanimously.

Member Updates:

Columbia County Rider is looking to fill an open position on their Advisory Committee. They are also working with ODOT on their regular audit.

Lincoln County Transit has accepted two new dial a ride vans.

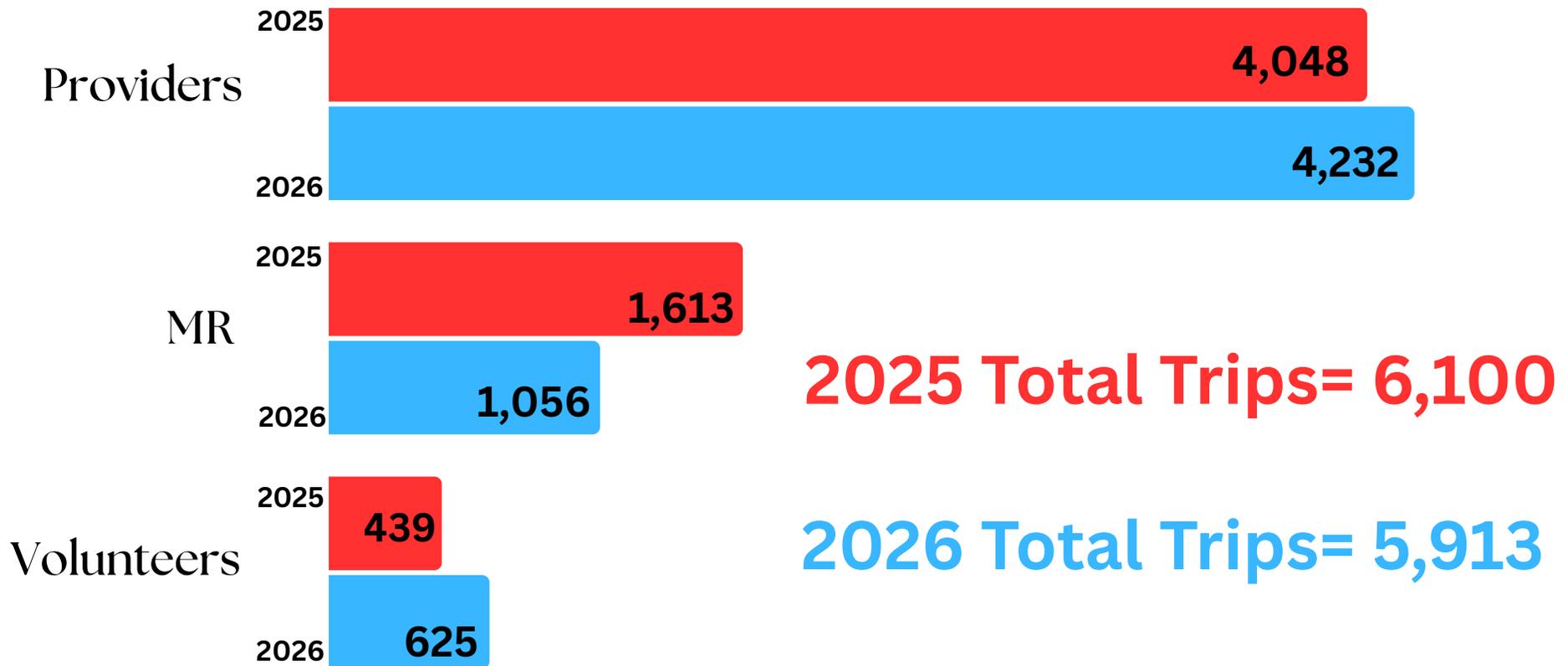
Tillamook County Transportation District will reinstate services that were temporarily discontinued in spring 2024 due to a driver shortage. This includes a return to 7 day a week services. They will also add trips to Oceanside, Netarts, and Port of Tillamook Bay routes.

TCTD was nominated for the Chamber's Business of the Year award. It was also noted that Brian Vitulli was recently elected by the Oregon Transit Association to be their Board President.

Cody Franz shared that 5310 funds are available for reimbursement and STIF amendments are due at the end of February.

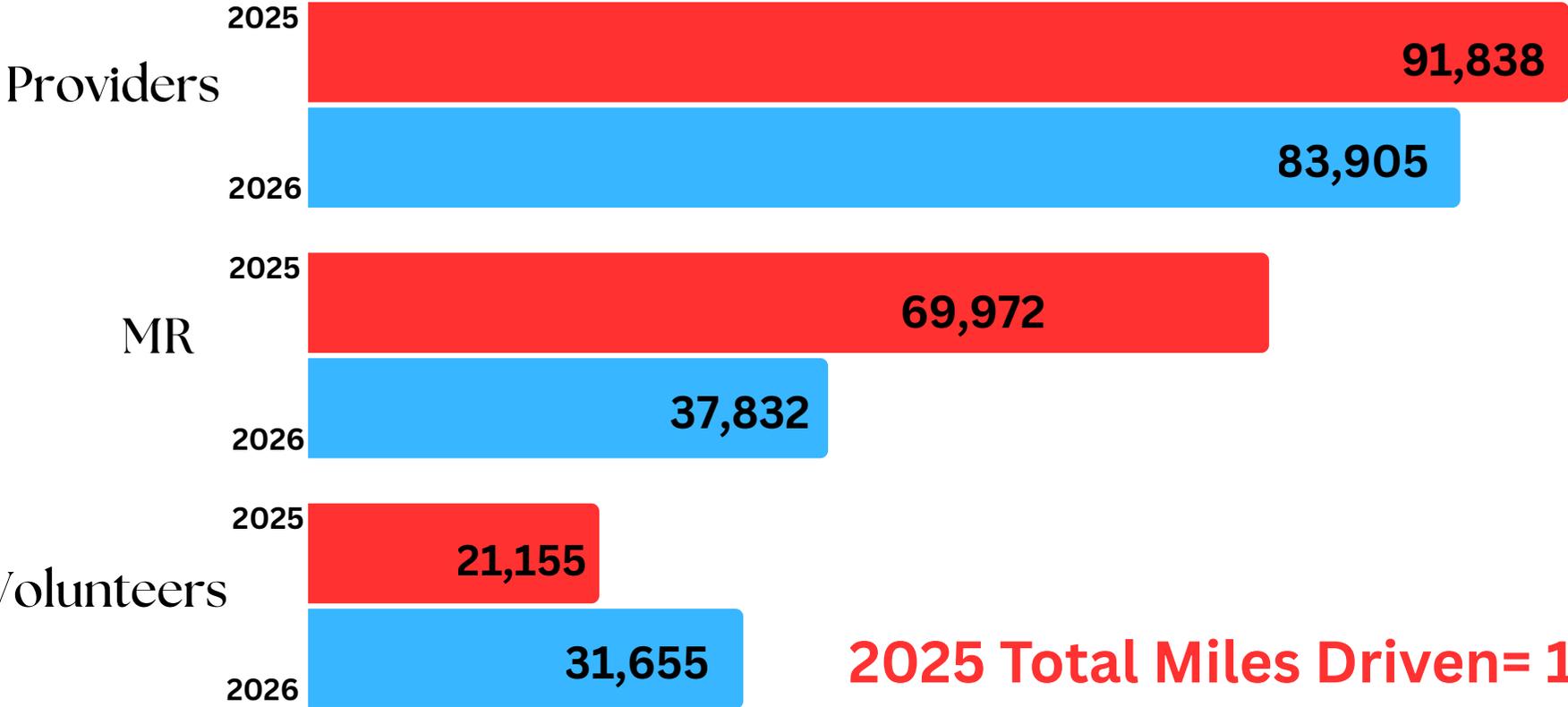
NW Rides February 2025 vs 2026

NW Rides Trips Provided



NW Rides February 2025 vs 2026

NW Rides Miles Driven



2025 Total Miles Driven= 182,965

2026 Total Miles Driven=153,392

February 2026

NW Rides Call Center

20 Business Days

ANSWERED 4012 Calls

4 CSR's \approx 1,003 calls *per* person

\approx 201 calls *per* business day



Tillamook County Transportation District

“Connecting the community through sustainable transit services”

DATE: March 18, 2026
TO: TCTD Board of Directors
FROM: Brian Vitulli, General Manager
SUBJECT: GENERAL MANAGER REPORT

Administration/Coordination

- Interviewed by the Pacific City Sun to promote the service improvements implemented on January 18th. (See attachment 1.)
- Interviewed on the Tillamook Today radio show on January 30. See <https://www.podcasts.com/tillamook-today-on-ktil-386b4ddb6/episode/013026-tillamook-transportation-dist> to listen.
- Attended the OTA Legislative Committee meeting on February 19. 26.
- Charlene and I attended the TPUD Community Partners Lunch on February 24.
- Attended the OTA Board of Directors meeting on March 3.
- Attended the Career Exploration Session at Nestucca High School on March 4 to talk with students about the District.
- Met with Tillamook County’s new Community Health Program Manager and the grant project director for the Rural Healthcare Partner Network to discuss ongoing Tillamook County Wellness efforts on the Community Infrastructure objectives identified in the recent CHNA / CHIP process.
- Attended the OTA Executive Committee meeting on March 10.
- Attended the OTA Conference Program Committee meeting on March 18.

Planning & Development

- Finalizing the scope of work for the procurement package of the Transit Development Plan. Intending for RFP to be released within the next month, and firm selection and contracting completed in March. Project is funded with a \$180,000 federal planning grant.
- Work on the NW Connector Bus Stop Access Project is continuing. This project includes final design and permitting for three locations (Pacific City, Hebo, Waldport), and a NEPA analysis of the Hebo location. The NEPA task was recently submitted to the FTA for review and the 60% design review was just completed. The project will then proceed with construction with completion expected in October 2026.

Grant Funding

- A Letter of Intent (LOI) was submitted to ODOT's Public Transportation Division on November 10 for continued RVHT (Rural Veterans Health Transportation) funding. TCTD submitted a full application for consideration on February 18.
- The purchase and installation of bus stop infrastructure at six locations on U.S. 101 in Garibaldi has been granted approval by ODOT's Permitting Office. Sign-off by the local municipality has occurred. Products have been ordered and are awaiting delivery.

Facility/Property Management

- Transit Center exterior / platform cleaning occurs weekly and on an as-needed basis.
- The Administration building and surrounding sidewalks and courtyard were pressure washed using local vendor Pacific Coast Pressure Washing.
- Fire alarm system upgrade project for the Administration building and Vehicle Maintenance facility was completed on February 13 and final testing and County sign-off occurred on March 5.

Operations/Vehicle Maintenance

- **Implemented systemwide service enhancements on Sunday, January 18, 2026!** The District has restored all transit service that was temporarily discontinued in March and May of 2024 due to the shortage of available drivers. It has also added more trips to Routes 2 and 6 and expanded Dial-A-Ride capacity throughout Tillamook County. This has been a monumental effort involving numerous components and could not have been accomplished without the entire District team! The communities in our District once again have transit service seven days a week!
- With Mike, met with TBCC's ED of Facilities & Safety to discuss the timeline and details to reinstate direct Route 1 service to the campus and to visit the location of a new transit shelter being constructed by TBCC at their new Administration & Health Sciences Building. The District will also be providing trolley service for elected officials and the public for the building grand opening / ribbon cutting on Saturday, April 18 from 1:00 to 4:00 PM.

Pacific City SUN



Vol. 19, No. 490 • January 23, 2026

PLEASE TAKE ONE

Pioneer Museum receives Oregon Heritage Grant..... 2

PCJWSA opts in for special district recreational immunity..... 4

David's Chair expands with second mobility chair in Pacific City..... 5

TCTD bolsters bus system with expanded schedule, more drivers

By **TIM HIRSCH**
of the Sun

Traveling without a concern for parking hassles and gas station lines got a lot easier on Jan. 18 when the Tillamook County Transportation District expanded its service county-wide. In Pacific City — and the rest of its service area — service went from six days a week to every day. This marks the first time Sunday service has been offered since TCTD cut back its service in Spring 2024 when a driver shortage forced the District's hand.

TCTD also bolstered its service for several of its routes. The Netarts-Oceanside Route (Route 2) now features 40 percent more trips, as does the Tillamook to Port of Tillamook Bay route

(Route 6). As well, there is now direct service to the new Nehalem Bay Health Center in Wheeler via the Tillamook — Manzanita — Cannon Beach service (Route 3). And thanks to the increased driver pool, Dial-A-Ride service has improved capacity.

The Transportation District has also reinstated its 4:55 a.m. Tillamook to Portland trip (Route 5), which allows riders to transfer to TriMet's Red Line at Sunset Transit Center in Beaverton for car-free travel to Portland International Airport.

TCTD General Manager Brian Vitulli says it all totals to a more than 25 percent increase in service hours.

"It's been a long road to recruit new drivers," Vitulli told the Sun. "It seems

like we were just not getting folks through the door. It took a couple years of getting out in the community and explaining why we had to cut service, what we're hoping to do and what our vision is."

He said one of those community outreaches that paid dividends was the exploratory sessions held at Nestucca High School and other Tillamook County high schools.

"We (talked) about what (our) service does, and it (gave) some options (to consider) for some high school students."

He also said the state of the economy seems to have drawn driver candidates too.

"We started getting people come by interested in becoming drivers. —

people who have a community mind set," Vitulli added. "(That has allowed us to add) several more full-time shifts and part-time shifts, and building up an extra driver pool so we're able to fill in for drivers on vacation or out sick. (Interest in becoming drivers has) really changed very positively in the last six to nine months."

One piece of the nearly two-year absence of Sunday service was due to the loss of dialysis service in Tillamook and the need for TCTD to take patients out of the area for their medical treatments.

"We had to scramble and provide service for patients that no longer had a local dialysis clinic," Vitulli said. "We reorganized our service to take folks to

see ADDITIONAL DRIVERS, page 5

continued from page 1

Additional drivers help to pave way for more bus service in Tillamook County

places like Forest Grove and Portland for dialysis treatment.

But now, with Tillamook once again hosting its own dialysis clinic, that, too has helped TCTD bolster its service.

"We're super pleased we were able to increase our service," Vitulli said. "And we're getting a lot of great input from our riders and stakeholders."

While the change hasn't resulted in additional buses for the Tillamook-Lincoln City route that includes service to Neskowin, Pacific City, Cloverdale and Hebo, that's partially because it didn't receive cuts in 2024 like others did.

"It's a pretty strong performing route," Vitulli told the Sun. "Even when we

reduced to Monday-Saturday (service in 2024) it still had pretty consistent ridership. We see a lot of folks coming up from South Tillamook County to Tillamook to shop for groceries, and there's still a pretty strong commuter ridership for folks taking the bus to get to work."

And their efforts have not gone unnoticed. TCTD is one of a group of businesses to have been nominated for the Tillamook Chamber of Commerce Business of the Year, with the winner to be announced on Saturday, Jan. 24.

"I love that we're at this moment here (of offering increased service)," Vitulli added. "There's been so much work

that's gone into it."

SHUTTLE TO RETURN

Vitulli also told the Sun that TCTD plans to return the free weekend shuttle featuring Holly the Trolley starting Memorial Day weekend with one bus taking visitors and residents every hour from downtown Pacific City to Cape Kiwanda to Thousand Trails to Sitka Sedge State Natural Area. While the service has traditionally run through Labor Day weekend, Vitulli said, if financially possible, he would like to it run for a couple additional weekends so that it would also serve the Cape Kiwanda Longboard Classic, which is planned for Sept. 19-21.

Tillamook County Transportation District
Board of Directors Regular Monthly Meeting
Wednesday, February 18, 2026 – 6:00PM
Transportation Building
3600 Third Street, Tillamook, OR
Meeting Minutes



1. **Call to Order:** Board Chair Bean called the meeting to order at 6:02 pm.

2. **Pledge of Allegiance**

3. **Roll Call:**

Present

TCTD Board of Directors

Gary Hanenkrat, Director
Marni Johnston, Treasurer
Jonathan Bean, Chair
David McCall, Vice-Chair
Vern Ressler, Director
Nan Devlin, Secretary
Eric Sappington, Director

Absent

TCTD Board of Directors

None

TCTD Staff

Brian Vitulli, General Manager
Charlene Pech, Finance Supervisor
Sue Lewis, Office Assistant
Michael Reed, Operations Superintendent
Keri Brown, Admin Assistant/Board Clerk

Guest

Arla Miller, ODOT Public Transportation Division
John Cline, Citizen
Jose Hernandez, Citizen

4. **Announcements and Changes to Agenda**

Motion by Director McCall to Approve Announcements, Changes to Agenda, and Agenda Approval. Seconded by Director Devlin.

Motion Passed

By Chair Bean, Directors Ressler, Hanenkrat,
Sappington, Johnston, McCall, and Devlin

5. Public & Guest Comments:

John Cline made a public comment that it is good to see the District hiring more experienced drivers and help for the Dispatchers. Would like to thank GM Vitulli for the guidance and for the things that are getting better.

6. Executive Session: None.

STATE OF THE DISTRICT REPORT

7. Financial and Grant Report: Financials for December 2025 are included in the Board packet pages 1-25.

8. Service Performance Reports: Statistics for December 2025 are included in the Board packet pages 26-32.

Director Devlin asked why there were zero rides in December of 2025 when it shows we shuttled 1,135 passengers for FY 25-26 for the Pacific City Free Shuttle. OS Reed stated that for FY 25-26, it shows only the numbers from Labor Day through July 1st.

9. Northwest Oregon Transit Alliance: No meeting in February.

10. NW Rides Brokerage: Statistics for January 2026 are included in the Board packet page 33-35.

11. General Manager Report: Updates included in Board packet pages 36-37 (see GM Report in packet for details):

- a. Administration/Coordination**
- b. Planning Development**
- c. Grant Funding**
- d. Facility/Property Development**
- e. Operations and Vehicle Maintenance**

OS Reed responded to questions from Directors Hanenkrat and Ressler regarding the nature of veteran's trips into the Portland/Metro area and which services qualify. Context was provided regarding cost allocation of in-county vs. out-of-county veteran trips. GM Vitulli shared methodology of cost calculations and how that may impact services the District will be able to provide if the District is awarded future RVHT grant funding.

GM Vitulli stated that he has asked the County to consider a funding increase to completely cover the operating cost of the Pacific City Shuttle service for 2026.

Director McCall asked if the Garibaldi bus stop infrastructure project will be completed this year. OS Reed stated likely this summer.

12. Miscellaneous: None.

CONSENT CALENDAR

13. Motion to Approve the Minutes of January 21, 2026, Regular Board Meeting

14. Motion to Approve December 2025 Financial Statements

Motion by Director Devlin to Approve the Minutes of January 21, 2026, Regular Board Meeting and Approve December 2025 Financial Statements. Seconded by Director Sappington.

Motion Passed

By Chair Bean, Directors Ressler, Hanenkrat, Sappington, Johnston, McCall, and Devlin

ACTION ITEMS

15. Resolution 26-03 Opting to Limit Liability for Certain Claims Arising from the Use of Trails or Structures in Public Easements and Unimproved Rights-of-Way Pursuant to ORS 105.668

Motion by Director McCall to Approve Resolution 26-03 Opting to Limit Liability for Certain Claims Arising from the Use of Trails or Structures in Public Easements and Unimproved Rights-of-Way Pursuant to ORS 105.668. Seconded by Director Hanenkrat.

Motion Passed

By Chair Bean, Directors Ressler, Hanenkrat, Sappington, Johnston, McCall, and Devlin

DISCUSSION ITEMS

16. Staff Comments

General Manager Vitulli: Stated that Charlene and himself attended the 2026 SDAO Annual Conference in Seaside, Oregon on February 6th–8th. He will forward presentations on Board member roles and responsibilities and other pertinent topics that were covered at the conference.

GM Vitulli stated that on Sunday February 22nd, Admin Assistant Brown will be staffing a District table at the Compassion Clinic from 11:00 AM to 4:00 PM at the Tillamook County Fairgrounds.

GM Vitulli provided an update regarding the required Oregon Government Ethics Commission public meeting law training. Online training will be available to Board members to satisfy the requirement. Staff will roll that out to the Board soon.

GM Vitulli thanked the Board for their support.

Operations Superintendent Reed: Stated that it has been a wonderful time for the District. The service plan is running the way it is intended and it is being positively received by the public. Drivers also have great feedback, not just for adding back Sunday service, but for all services that were reinstated. This last Thursday in January 2026, the bus went over capacity, so staff had to send a Dial-A-Ride van out to help with the remaining passengers. With the Transit Center now open seven days a week, there is more interaction with the public.

OS Reed stated that Office Assistant Lewis help organize the onboarding and recruitment process, which has led to where we are again, so thank you and welcome to the Board meeting. There are people doing great work for us, it allows the service to come to the community.

Admin Assistant Brown: Want to thank all the Board members for being here and nice to see everyone.

Finance Supervisor Pech: Stated that she also wanted to thank all the Board members for being here and is really starting to settle in.

Office Assistant Lewis: Stated that it is great to see what an awesome team we have, it is just like a family. Thanked the District management for the encouragement and thanked the Board.

GM Vitulli stated that on Monday February 16th, the House Transportation Committee passed HB 4008 for the formation of the Transit Funding Task Force. It will now go to the Ways and Means Committee to look at the fiscal impact of staffing the Task Force.

17. Board of Directors' Comments

Dir. Hanenkrat: None.

Dir. Devlin: Asked if Route 5 service to Portland has changed due to snowy weather. OS Reed stated no, but the drivers have been trained in chaining up, so they are prepared.

Dir. Ressler: Stated that it was extremely helpful to use the Route 5 bus from Tillamook to Portland. The bus stops in Banks, which is right across from the mechanic shop, so he was able to get his vehicle.

Dir. Sappington: None.

Dir. Johnston: None.

Dir. McCall: None.

Chair Bean: None.

18. Adjournment: Board Chair Bean adjourned the meeting at 6:44pm.

These minutes contain materials which paraphrase and/or summarize statements made during this meeting. Only text enclosed in quotation marks report a speaker's exact words.

These minutes were approved on this 18th of March 2026.

ATTEST:

Jonathan Bean, Board Chair

Brian Vitulli, General Manager

**BEFORE THE BOARD OF DIRECTORS
OF THE
TILLAMOOK COUNTY TRANSPORTATION DISTRICT**

**Authorizing the General Manager)
to Execute Amendment Number 1)
to ODOT Grant Agreement)
Number 35822)**

RESOLUTION NO. 26-04

WHEREAS, the Tillamook County Transportation District (“District”) has received a grant from the Oregon Department of Transportation (“ODOT”) under Section 5311 of the Federal Transit Act of 1964, as amended, which grant is memorialized in ODOT Grant Agreement No. 35822; and

WHEREAS, ODOT allocated funding to the District to purchase three, category B, replacement vehicles; and

WHEREAS, on July 11, 2025, the District entered into ODOT Grant Agreement No. 35822, memorializing a grant in the total amount of \$1,081,533; and

WHEREAS, the District and ODOT mutually desire to modify the agreement to reduce the number of vehicles purchased from three to two; and

WHEREAS, the grant amount does not change under Amendment 1; and

WHEREAS, the District Board of Directors wishes to authorize the General Manager to execute Amendment Number 1 to ODOT Grant Agreement No. 35822 on behalf of the District, to modify the agreement to reduce the number of vehicles purchased from three to two.

NOW, THEREFORE, BE IT RESOLVED by the Tillamook County Transportation District Board of Directors:

that the General Manager is hereby authorized to accept and execute Amendment Number 1 to ODOT Grant Agreement No. 35822 on behalf of the Tillamook County Transportation District, to reduce the number of vehicles purchased from three to two.

INTRODUCED AND ADOPTED this 18th day of March 2026.

ATTEST:

By: _____
Jonathan Bean, Board Chair

By: _____
Brian Vitulli, General Manager

AMENDMENT NUMBER 1
ODOT GRANT AGREEMENT NO. 35822
Tillamook County Transportation District

The **State of Oregon**, acting by and through its Department of Transportation, hereinafter referred to as **State**, and **Tillamook County Transportation District**, hereinafter referred to as **Recipient**, entered into an Agreement on **July 11, 2025**. Said Agreement is to secure financial assistance to complete the activities described in Exhibit A.

It has now been determined by **State** and **Recipient** that the Agreement referenced above, although remaining in full force and effect, shall be amended to revise Exhibit A, revise Exhibit B, and reallocate funding among projects.

Exhibit A shall be deleted in its entirety and replaced with the attached Revised Exhibit A. All references to "Exhibit A" shall hereinafter be referred to as "Revised Exhibit A."

Exhibit B shall be deleted in its entirety and replaced with the attached Revised Exhibit B. All references to "Exhibit B" shall hereinafter be referred to as "Revised Exhibit B."

This Amendment may be executed in several counterparts (facsimile or otherwise) all of which when taken together shall constitute one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart. Each copy of this Amendment so executed shall constitute an original.

THE PARTIES, by execution of this Agreement, hereby acknowledge that their signing representatives have read this Agreement, understand it, and agree to be bound by its terms and conditions.

SIGNATURE PAGE TO FOLLOW

Tillamook County Transportation District,
by and through its

By _____
(Legally designated representative)

Name _____
(printed)

Date _____

By _____

Name _____
(printed)

Date _____

APPROVED AS TO LEGAL SUFFICIENCY

(If required in local process)

By _____
Recipient's Legal Counsel

Date _____

Recipient Contact:

Brian Vitulli
3600 Third Street, Suite A
Tillamook, OR 97141-0188
1 (503) 842-3115
bvitulli@tillamookbus.com

State Contact:

Arla Miller
355 Capitol St NE, MS43
Salem, OR 97301
1 (503) 949-5415
Arla.MILLER@odot.state.or.us

Signed Agreement Return Address: ODOTPTDReporting@odot.oregon.gov

State of Oregon, by and through its
Department of Transportation

By _____
Suzanne Carlson
Public Transportation Division Administrator

Date _____

APPROVAL RECOMMENDED

By _____ Arla Miller

Date _____ 02/13/2026

APPROVED AS TO LEGAL SUFFICIENCY

(For funding over \$250,000)

By _____
Assistant Attorney General

Name _____ Nina R. Englander by email
(printed)

Date _____ 06/25/2025

**Revised Exhibit A
 Project Description and Budget**

Project Description/Statement of Work

Project Title: 5311 Tillamook County Transportation District 35822				
	Total	Grant Amount	Local Match	Match Type(s)
Sub Total	\$0.00	\$0.00	\$0.00	
Project Title: 5311 Tillamook County Transportation District 35822 <i>Purchase two replacement vehicles</i>				
<i>FTA funding Category B. Project identified not ready to execute. Funds not available until FTA grant execution and subgrant agreement amendment execution to release funds for reimbursement.</i>				
	Total	Grant Amount	Local Match	Match Type(s)
P-25-6230-01 Item #1: Bus 30ft				
	\$602,660.00	\$540,766.00	\$61,894.00	Local
P-25-6230-01 Item #2: Bus 30ft				
	\$602,660.00	\$540,767.00	\$61,893.00	Local
Sub Total	\$1,205,320.00	\$1,081,533.00	\$123,787.00	
Grand Total	\$1,205,320.00	\$1,081,533.00	\$123,787.00	

The requirements of the National Environmental Policy Act (NEPA) and all other applicable federal environmental laws (e.g., the Endangered Species Act, the Clean Water Act, the National Historic Preservation Act) apply to all projects that receive FTA funds (directly or through the State). The process of addressing compliance with NEPA and all other applicable federal environmental laws is referred to as the environmental review process. For any project receiving FTA funds, subrecipients are responsible for coordinating with ODOT prior to incurring any costs or conducting any project-related activities to confirm requirements for complying with the environmental review process. The subrecipient is responsible for submitting all documentation required to comply with the environmental review process to ODOT for approval by the FTA.

The following activities cannot proceed until the FTA concurs in writing that the environmental review process is complete per 23 CFR 771.113(a)(1):

- final design activities (design beyond 30%).***
- property acquisition (includes purchase discussions with property owners that imply or are explicitly binding).***
- purchase of construction materials (including EV chargers and bus shelters) or rolling stock,***
- project construction activities (including construction, alteration, or repair [including dredging, excavating, and painting] of buildings, structures, or other real property).***

Proceeding with any of these activities prior to FTA concurrence that the environmental review process is complete may deem the entire project ineligible to receive federal funding.

1. PROJECT DESCRIPTION

This Agreement provides funding to purchase passenger transportation vehicles to be used to provide public transportation service. Public transportation service is defined as service to the general public or special populations such as seniors and individuals with disabilities. Recipient may use the vehicles to coordinate public and human service transportation services with other agencies. Recipient will not lease the vehicles to another agency without the permission of State.

Funding under this Agreement is for the purchase of 2 Category B transit vehicles as follows:

Useful life - 10 years or 350,000 miles; approximate length - 29 feet; estimated number of seats - 20; estimated number of ADA securement stations - 3; fuel type - diesel.

Purchase includes all equipment and supplies necessary to put the vehicles into service.

The following vehicles has have been approved for replacement in this Agreement:

- a. V001654; 2015/Arboc/Spirit of Mobility; 1GB6G5BG6F1263789.*
- b. V002877; 2020 Arboc/Spirit of Mobility; 1HA6GUBB6KN011873.*

2. PROJECT DELIVERABLES, TASKS and SCHEDULE

All purchases and installations must be completed prior to the expiration date of this Agreement. Vehicles should be ordered no later than six months after the execution of the agreement and may not be considered for any type of extension if not ordered at least one year prior to the execution of the grant agreement. Every effort should be made to order the vehicles in a timely manner to ensure they are received prior to the expiration date of the agreement.

Location where vehicle will be stored: 3600 Third Street, Tillamook, Oregon.

Milestones

- Dates for each task

- o Start Date July 1, 2025*
- o RFP/IFB Issue Date September 1, 2025*
- o Contract Award Date September 15, 2025*
- o Initial Delivery Date December 1, 2026*
- o Final Delivery Date February 2, 2027*
- o Contract Completion Date June 30, 2028*

For federally funded vehicles procured using State Price Agreement contracts managed by the Oregon Department of Administrative Services, all vehicle orders will be reviewed and approved by State prior to submission to vendors. State is responsible for submitting vehicle purchase orders to selected vendor.

If Recipient does not purchase from the State Price Agreement contracts managed by the Oregon Department of Administrative Services, requests for quotes to procure the vehicles must be reviewed by State prior to submitting for bid.

State will retain title to the vehicles as primary security interest holder for as long as the vehicles remains in public transportation service. Recipient is required to report on all vehicles that are purchased with state or federal funding until disposition of the vehicle. Recipient must request permission from State to release title for disposal when planning to sell or transfer a vehicle and must notify State when actual disposal has been completed. Vehicles must exceed the minimum useful standard for age or mileage before State will release title. Recipient must request permission from State in advance to transfer or otherwise dispose of a vehicle prior to its meeting federal useful life standards. Recipient must request permission from State to release title for changes.

Recipient will create and maintain a vehicle maintenance plan that utilizes the original equipment manufacturer maintenance requirements for each vehicle and meets Federal Transit Administration transit asset management requirements in 49 CFR Part 625. Recipient will follow the plan to ensure each vehicle is maintained in a state of good repair. Recipient will provide State a copy of the maintenance plan upon request.

3. PROJECT ACCOUNTING and MATCHING FUNDING

Eligible expenses that may be charged to this Agreement include grant administration, the cost of the procurement process, delivery charges and post-delivery inspections. Aftermarket equipment, graphics and other items directly associated with these vehicles and required to put

the vehicles into service are eligible. Purchase of an extended warranty is an eligible expense; however, the eligible warranty shall not exceed the defined useful life of the vehicles. Licensing and other post-delivery expenses are not eligible for reimbursement.

Recipient will provide matching funding from non-federal sources. Sources of funding that may be used as matching funding for this Agreement include, Statewide Transportation Improvement Fund, local funds, service contract revenue, advertisement income, other earned income, cash donations, and other verifiable in-kind contributions that are integral to the project budget. Recipient may not use passenger fares as matching funding.

Recipient will subtract income from fares, tickets, and passes whether pre-paid or post-paid, from the gross operating expenses of the service. State's obligation to reimburse Project costs is contingent upon Recipient first paying or otherwise contributing its minimum match amount set forth in this Exhibit A. Recipient may not count the same costs twice if they have multiple agreements for which these costs may be eligible.

4. REPORTING and INVOICING REQUIREMENTS

Recipient will provide reporting information as prescribed by State on the vehicles purchased under this Agreement as long as the vehicles remains in public transportation service.

Recipient will submit a request for reimbursement in a format provided by State. Reimbursement requests must include:

- The required agency cover letter (instructions found on PTD website), must be attached and include all of the following information:*
 - o Grant agreement number*
 - o Total cost of all items submitted for reimbursement on the vehicle (vendor purchase order plus any after-market additions to the vehicle), including the .5% vehicle use tax*
 - o Total passenger capacity/number of ADA stations/total passenger capacity with ADA stations deployed*
 - o Declaration of whether or not any rebates were given on price and if they are deducted from the reimbursement request*
 - o Date of acceptance of the vehicle (list if more than one vehicle)*
 - o Date vehicle was put into active transit service (list if more than one vehicle)*
 - o Source of matching funds*
 - o Declaration that vehicle license and title registration expenses are not included in the costs submitted for reimbursement*
- Declaration that a copy of each required document listed on the Pre-Award and Post-Delivery Vehicle Purchase Certification form is physically on file in the subrecipient's vehicle procurement file for each vehicle being purchased*
- Subrecipients should not attach invoices that are not directly related to the expenses that are requested on the reimbursement request document.*
- copies of all invoices associated with expenses identified for reimbursement. Also required are a pre-award and post-delivery certification form documenting compliance to Altoona bus testing, Federal Motor Vehicle Safety Standards, Buy America, and Disadvantaged Business Enterprise requirements.*

Recipient is required to create, update and maintain an equipment maintenance plan for equipment valued at \$50,000 or more, including non-rolling stock vehicles and shop equipment.

Recipient shall service all vehicles according to the current maintenance plan.

First year maximum disbursement: no more than 50 percent of the total fund amount of any single activity line item will be disbursed, regardless of the amount of any reimbursement request.

Second year maximum disbursement: no more than 50 percent of the total fund amount of any single activity line item, plus any remaining portion from the first fiscal year period.

Revised Exhibit B
FINANCIAL INFORMATION

The information below will assist auditors to prepare a report in compliance with the requirements of 2 CFR part 200, subpart F.

This Agreement is financed by the funding source indicated below:

Federal Program 49 U.S.C. 5311	Federal Funding Agency U.S. Department of Transportation Federal Transit Administration 915 Second Avenue, Suite 3142 Seattle, WA 98174	CFDA Number 20.509 (5311)	Total Federal Funding \$1,081,533.00
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Administered By Public Transportation Division 355 Capitol St NE, MS43 Salem, OR 97301
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Tillamook County Transportation District

"Connecting the community through sustainable transit services"

TO: Board of Directors
FROM: Brian Vitulli, General Manager
DATE: March 18, 2026
SUBJECT: STIF Formula Funding Amendment Recommendation – FY 2025-2027 Biennium

OVERVIEW

The Oregon Department of Transportation Public Transportation Division's Statewide Transportation Improvement Fund Formula Fund (STIF Formula) solicitation was released on August 27, 2024, with submittals due no later than January 16, 2025. (The TCTD Board of Directors approved the FY 2025-2027 STIF Formula Plan on January 15, 2025, and District staff submitted the Plan to ODOT.) STIF Formula Funds are intended to expand, improve, and maintain public transportation services in Oregon.

The FY 2025-2027 biennium covers the period from July 1, 2025 to June 30, 2027. Available funds for this period are forecasted at \$243.4 million Statewide. There are no match requirements for STIF Formula funds.

At its inception, the STIF program was funded solely by the Oregon "transit tax," which is a state payroll tax equal to one-tenth of 1 percent. The STIF program is also funded by ID card fees, non-highway gas tax, and cigarette tax revenues now that it has been consolidated with the Special Transportation Fund (STF), effective July 1, 2023. The total funding amount will be estimated annually, and actual revenues will vary based on transit tax collections.

Eligible STIF Formula Fund recipients: Only a Qualified Entity (QE) may submit a STIF Plan. A Qualified Entity is a county in which no part of a Mass Transit District or Transportation District exists, a Mass Transit District, a Transportation District or an Indian Tribe, per OAR 732-040-0005. A Public Transportation Service Provider or any non-profit, private for-profit, or public entity is eligible to receive STIF Formula funds through a qualified entity as a sub-recipient under the Qualified Entity's STIF Plan.

Eligible STIF Formula Fund projects: STIF funding may be used to finance investments and improvements in public transportation services, except for light rail capital expenses. STIF may be used for public transportation purposes that support the effective planning, deployment, operation, and administration of public transportation programs.

STIF monies are not intended to supplant local funding sources to maintain existing services. A STIF Plan that proposes to use STIF funding to replace local funding to maintain an existing service may result in denial of the funding request.

RECENT DEVELOPMENTS

In late 2025, the Oregon Department of Transportation Public Transportation Division released its November 2025 Base Allocation Estimates, which saw an increase in available funding for the two-year STIF biennium. Qualified Entities were asked to develop and submit amended STIF Plans and identify which existing project(s) the additional STIF funding should be allocated to. An additional \$94,192 is available to TCTD and those dollars are to be directed to the Capital / Operating / Planning Contingency project.

BACKGROUND / DETAILS

1. TCTD is a designated Qualified Entity and eligible to apply for these funds.
2. The District’s approved STIF Plan directs approved funds for the following projects:
 - i. Continuation of Enhanced Dial-A-Ride Services
 - ii. Continuation of Reduced Fare Program
 - iii. Continuation of Fixed Route Service Enhancements
 - iv. Capital/Operating/Planning Contingency (COP Contingency)
3. The Marie Mills Center, Inc. and TCTD will continue its collaboration with the inclusion of MMCI’s subrecipient application for **Operating Support for MMCI Transportation Services** in the amount of \$50,862.
4. These needs and strategies are documented in the District’s adopted plans listed below:
 - i. Coordinated Transportation Plan, March 20, 2024.
5. An estimated breakdown of each project’s funding distribution is found in the following table:

STIF Plan Project	Total*
Enhanced DAR	\$244,349
Reduced Fare Program	\$88,800
Fixed Route Enhancements	\$300,000
COP Contingency	\$608,018 (was \$513,826)
MMCI Operating Support	\$50,862

**Figures could change depending on STIF Carry Forward amounts.*

STAKEHOLDER ACTION

While the TCTD Transportation Advisory Committee originally recommended approval of the STIF Formula Fund Plan for the FY 2025-2027 biennium on January 14, 2025, a review and recommendation from this body was not necessary for this amendment. The only requirement is that the District’s governing body (the Board of Directors) review and approve the amendment for the FY 2025-2027 STIF Formula Fund Plan.

RECOMMENDATION

Staff recommends the TCTD Board of Directors approve the 2026 amendment to the STIF Formula Fund Plan for the FY 2025-2027 biennium.

**BEFORE THE BOARD OF DIRECTORS
OF THE
TILLAMOOK COUNTY TRANSPORTATION DISTRICT**

**ADOPTING THE FY 2025-2027 STIF)
FORMULA FUND PLAN AMENDMENT)
AND AUTHORIZING THE GENERAL)
MANAGER TO SUBMIT THE AMENDED)
FY 2025-2027 STIF FORMULA FUND)
PLAN)**

RESOLUTION NO. 26-05

WHEREAS, with the passage of House Bill 2017 in 2017, the Oregon Legislature established the Statewide Transportation Improvement Fund (STIF) to expand, improve, and maintain public transportation services in Oregon, as described in the rules in OAR Chapter 732, Divisions 040, 042, and 044; and

WHEREAS, to be eligible to receive STIF Formula Funds, Qualified Entities shall prepare and submit a STIF Formula Fund Plan (STIF Plan), to the Oregon Transportation Commission (OTC); and

WHEREAS, STIF funds shall be allocated to Qualified Entities conditioned upon OTC approval of each Qualified Entity's STIF Plan; and

WHEREAS, the allocation estimate of STIF Formula Funds is comprised of a Population-Based Formula and Payroll Based Formula, respectively; and

WHEREAS, an advisory committee appointed by the governing body of each Qualified Entity shall advise and assist the governing body in prioritizing plans or projects to be funded from the STIF Formula Funds; and

WHEREAS, Tillamook County Transportation District (TCTD) is a Qualified Entity based on its status as a transportation district; and

WHEREAS, TCTD has developed a STIF Plan, known as the FY 2025-2027 STIF Plan, which proposes the use of STIF Formula Funds for public transportation projects in fiscal years 2026 and 2027; and

WHEREAS, the FY 2025-2027 STIF Plan contains the elements required by the abovementioned rules in OAR Chapter 732, Divisions 040, 042, and 044; and

WHEREAS, the TCTD Advisory Committee, duly appointed by the TCTD Board of Directors, has advised and assisted TCTD in prioritizing plans and projects to be funded from STIF Formula Funds; and

WHEREAS, the FY 2025-2027 STIF Plan includes projects identified in TCTD's local transportation plans, progress on which has been contingent on the receipt of additional funding; and

WHEREAS, the TCTD Advisory Committee reviewed and approved a FY 2025-2027 Subrecipient Application for an award of \$50,862, as submitted by public transportation service provider Marie Mills Center, Inc.; and

WHEREAS, the FY 2025-2027 STIF Plan seeks up to \$1,397,837 of available STIF Formula Funds; and

WHEREAS, recently, ODOT advised Qualified Entities to prepare and submit an amended STIF Plan that takes into account an increased base allocation estimate from November 2025; and

WHEREAS, the increased base allocation estimate suggests the District is eligible for an additional \$94,192 during the FY 2025-2027 biennium period, and wishes to add that amount to its existing Capital / Operating / Planning Contingency project; and

WHEREAS, the TCTD Board of Directors has considered the FY 2025-2027 STIF Formula Fund Plan amendment and finds it in the best interest of the District to adopt it.

NOW, THEREFORE, BE IT RESOLVED by the Tillamook County Transportation District Board of Directors that:

the Board adopts the FY 2025-2027 STIF Formula Fund Plan amendment and authorizes the General Manager to submit TCTD's application amendment for STIF Formula Funds, together with all required documentation, to the Oregon Department of Transportation.

INTRODUCED AND ADOPTED this 18th day of March 2026.

ATTEST:

By: _____
Jonathan Bean, Board Chair

By: _____
Brian Vitulli, General Manager



STIF Plan 2025-27

For alternative formats / accessibility questions please reach out to: The Regional Transit Coordinator in your region or Brian Roth: brian.roth@odot.oregon.gov

1. Qualified Entity

Qualified Entity Name

Tillamook County Transportation District

Qualified Entity Address

3600 Third Street, Suite A, Tillamook, Oregon 97141

STIF Plan Contact Name

Brian Vitulli

STIF Plan Contact Title

General Manager

STIF Plan Contact Email

bvitulli@tillamookbus.com

STIF Plan Contact Phone Number

(503) 842-3115

Employer Identification Number (EIN)

931235175

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

No

1.2 Sub-Recipients in STIF Plan

Provider 1

Are any Sub-Recipients included in this STIF Plan?

Yes

Provider Name

Marie Mills Center, Inc

Sub-Recipient Contact Name

Cindy Green

Sub-Recipient Contact Title

Executive Director

Sub-Recipient Phone Number

(503) 842-2539

Sub-Recipient Email

cindy@mariemillscenter.com

Sub-Recipient Type

Nonprofit Transit Provider

Sub-Recipient Employer Identification Number (EIN)

930594367

Sub-Recipient Website

www.mariemillscenter.com

2. Advisory Committees

2.1 Advisory Committee Website

By checking this box, I agree that all the requirements for Advisory Committees set out in OARs 732-040-0030, 732-040-0035 and 732-042-0020 have been met, including, but not limited to the following:

Yes

- The Advisory Committee is guided by written bylaws that contain all the information required in OAR 732-040-0030(5)(a).
- The Advisory Committee's bylaws, meeting notices, and meeting minutes have been made available to the public in a reasonable and timely manner and are retained for the period required by Oregon public records laws.
- The Advisory Committee has the membership composition required by OAR 732-040-0035.
- For all Projects submitted as part of this application and/or any sub-recipient application, the Advisory Committee has engaged in the review process described by OAR 732-042-0020, to recommend approval or rejection of all proposed Projects and to recommend prioritization of approved Projects.

Please include a link to an Advisory Committee Website.

<https://nwconnector.org/agencies/tillamook-county-transportation-district/>

If some or all of the information required by OARs 732-040-0030, 732-040-0035 and 732-042-0020 is not available on a website, please upload any additional documentation showing how you met the Advisory Committee requirements and how the Advisory Committee's bylaws, meeting notices, and meeting minutes are made available to the public.

Did the QE's Advisory Committee or Governing Body convene an optional work group as outlined in OAR 732-040-0030?

Yes

Please upload meeting minutes showing that the Advisory Committee considered input from the optional work group.

TAC Meeting Minutes 1.08.2025 FINAL.pdf

TAC Meeting Minutes 1.14.2025 FINAL.pdf

3. Local Plan Compliance

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

Local Plan 1

Local Plan Name

TCTD Coordinated Transportation Plan

Governing Body that adopted

Local Plan

TCTD Board of Directors

Plan Adoption Date

3/20/2024

Local Plan Web Address

<https://nwconnector.org/tctd-plans/>

Upload copy of Local Plan if it is not available on a website.

26944_CoordinatedTransportationPlan_Final.pdf

3.2 Local Plan requirements

I agree that the Local Plan(s), either separately or together, contain all of the information required by OAR 732-040-0005(19).

Yes

4. Accountability

4.1 Accountability methods

Qualified Entity Accountability: By checking this box, I affirm that all of the necessary policies and procedures are in place to provide reasonable assurance that compliance of the Qualified Entity with OAR 732, Divisions 40 and 42 is met, 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.

Yes

Sub-Recipient Accountability: By checking this box, I affirm that all of the necessary policies and procedures are in place to provide reasonable assurance that compliance of all Sub-Recipients with OAR 732, Divisions 40 and 42 is met to achieve the goals and outcomes specified in this STIF Plan, address deficiencies in Sub-Recipient performance, and to provide reasonable assurance that 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.

Yes

4.2 Sub-Allocation method

By checking this box, I affirm that all data used to develop the sub-allocation method was shared with each Public Transportation Service Provider and other potential sub-recipients, as relevant.

Yes

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.

The Tillamook County Transportation District collaborates with the local nonprofit, Marie Milles Center, Inc., to sub-allocate STIF Formula Funds for operating support for transportation services for intellectually and developmentally disabled individuals. The requested sub-allocation amount is based on need, not on an allocation formula or method.

Upload Response

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.

The Tillamook County Transportation District's STIF Plan defines and identifies communities with a high percentage of low-income households by identifying: A percentage of low-income households, by Census

Tract, greater than the overall percentage of low-income households in Oregon, as determined by the most recent data from the U.S. Census Bureau’s American Community Survey.

Upload Response

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 is July 1, 2025.

Start Date: 7/1/2025	End Date 6/30/2027
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5.2 STIF Plan Adoption

STIF Plan Advisory Committee recommendation date 1/14/2025	STIF Plan Governing Body adoption date 1/15/2025
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Website where Governing Body adoption document is located
<https://nwconnector.org/agencies/tillamook-county-transportation-district/>

Upload Governing Body adoption document if website is unavailable.

Did the Governing Body modify the Advisory Committee's recommended STIF Plan?
No

6. Projects

You may upload Sub-Recipient Project Applications instead of manually entering the information for each sub-recipient. All uploaded Sub-Recipient Project Applications must have been submitted to the Qualified Entity’s STIF Advisory Committee, approved by the Qualified Entity’s Governing Body, and will be part of the Qualified Entity’s STIF Plan.

In addition to this, any Qualified Entities with their own Projects may enter that information directly into the STIF Plan, or may choose to upload their own Sub-Recipient Project Application. In all cases, you cannot split information for a single entity between the STIF Plan and an uploaded Sub-Recipient Project Application. All project information for a given entity must be contained either solely within the Sub-Recipient Project Application or STIF Plan itself.

Important note: If you’d like to use this optional upload feature, please enter the total amount from each Sub-Recipient Project Application in the conditional boxes that will appear below (this information can be found in the last section of the Sub-Recipient Project Application). This will ensure that the sum of all Qualified Entity and sub-recipient projects are included in STIF Plan section 7. STIF Plan Summary.

Would you like to upload any approved Sub-Recipient Project Applications for this STIF Plan?
No

6.1 Project Detail Entry

Project 1

Qualified Entity or Sub-Recipient Name

Marie Mills Center, Inc.

Project Name

Operating Support for MMCI Transportation Services

Project Description

Marie Mills Center is requesting \$50,862.00 in operating support for transportation services for intellectually and developmentally disabled individuals served in the 2025/27 biennium. The support MMCI includes transportation services for up to 85 Intellectually and Developmentally Disabled adults to access various sites such as community employment sites, day program sites, medical services, ancillary services, general community access for recreation, shopping, etc. Our agency uses up to 9 vehicles for various transportation needs of those in our program traveling approximately 80,000 miles annually. Medical related transportation of intellectually and developmentally disabled individuals is a large part of our transportation supports as evidenced by our average of 500 to 600 medically related trips annually.

Project using planned carry forward funding:

Do you plan to set aside funding that you receive during this biennium to pay for expenses related to this project in a future biennium?

No

Percent of project budget in district

100%

How much of the Project budget will be used to improve or expand services, and how much will be used to maintain existing services?

Improve or Expand Service

100%

Maintain Service

0%

Local Plan from which this project is derived:

Coordinated Transportation Plan

Local Plan page

number

41-44

Multi-Phase Project

Is your project part of a larger, multi-phase project?

No

6.1.1 Project Scope

Task 1

Task Description

Operation costs to transport Intellectual and Developmentally Disabled (I/DD) individuals in the community.

Is this task supporting services for older adults and people with disabilities?

Yes

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

No

Category

Operations 30.09.00 (State Operating Assistance)

Specify the mode that this task will support.

Demand Response

Operations Task Category

Task Category Amount

\$50,862.00

6.1.2 Expenditure Estimates

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

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$4,167.00	\$4,167.00			\$8,334.00
STIF Payroll Funds	\$20,760.00	\$21,768.00			\$42,528.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00
Prior Biennia STIF Funds	\$0.00	\$0.00			\$0.00

Prior Biennia Interest Accrued	\$0.00	\$0.00			\$0.00
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	\$24,927.00	\$25,935.00	\$0.00	\$0.00	\$50,862.00
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By checking this box, I confirm that this task is only funded by STIF.
Yes

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 6.1.1.

No

6.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles	Revenue Hours	Rides
160,000	3,600.00	3,200

Number of people with access to transit (within 1/2 mile of transit stop for fixed route)
85

Number of Low-Income Households with access to transit (within 1/2 mile of transit stop for fixed route)
85

Number of new shared stops with other transit providers (reducing fragmentation in transit services)
0

Is this project supporting student transportation?
No

Outcome Measures

Outcome Measure 1

Outcome Measures for Older Adults and People with Disabilities

Revenue Miles	Revenue Hours	Rides
160,000	3,600.00	3,200

Other Measure
Low-Income Fares Provided

Number of Units:
1

6.2 Allocation of STIF funds by project

Please identify what percentage of this STIF project budget is allocated to each of the criteria listed below by fiscal year.

Note: More information about requirements for criterion #7 can be found in [OAR 732-042-0015\(3\)\(j\)](#). More information about requirements for criterion #8 can be found in [OAR 732-042-0010\(1\)\(a\)](#).

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.
8. Services for older adults and people with disabilities.

FY 2026 STIF Total **FY 2027 STIF Total**
 \$24,927.00 \$25,935.00

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

Criterion	FY 2026	FY 2027	FY 2028	FY 2029
Criterion 1	0.0%	0.0%		
Criterion 2	0.0%	0.0%		
Criterion 3	0.0%	0.0%		
Criterion 4	0.0%	0.0%		
Criterion 5	0.0%	0.0%		
Criterion 6	0.0%	0.0%		
Criterion 7	0.0%	0.0%		

Criterion 8	100.0%	100.0%		
	100.00%	100.00%	0.00%	0.00%

6.3 Oregon Public Transportation Plan Goals

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

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

6.4 Project Summary

Project Name

Operating Support for MMCI Transportation Services

STIF Project Grand Total	Amount in District	Amount out of District
\$50,862.00	\$50,862.00	\$0.00
FY 2026 STIF Project Total	FY 2027 STIF Project Total	
\$24,927.00	\$25,935.00	

Funds Supporting Student Transportation

FY 2026 STIF Funds supporting student transportation	FY 2027 STIF Funds supporting student transportation
\$0.00	\$0.00
FY 2026 percent of STIF Funds supporting student transportation	FY 2027 percent of STIF Funds supporting student transportation
0%	0%

Funds Supporting Older and Disabled Persons Transportation

FY 2026 STIF Funds supporting older and disabled persons transportation	FY 2027 STIF Funds supporting older and disabled persons transportation
\$24,927.00	\$25,935.00

FY 2026 percent of STIF Funds supporting older and disabled persons transportation	FY 2027 percent of STIF Funds supporting older and disabled persons transportation
100%	100%

Funds from Previous Biennia "Old Money"

FY 2026 STIF Funds from Previous Cycle	FY 2027 STIF Funds from Previous Cycle
\$0.00	\$0.00

Project 2

Qualified Entity or Sub-Recipient Name
Tillamook County Transportation District

Project Name
Continuation of Enhanced Dial-A-Ride Services

Project Description
Fund payroll benefits for two drivers to provide general public dial-a-ride transit services in the northern and southern geographic areas of Tillamook County.

Project using planned carry forward funding:

Do you plan to set aside funding that you receive during this biennium to pay for expenses related to this project in a future biennium?
No

Percent of project budget in district
100%

How much of the Project budget will be used to improve or expand services, and how much will be used to maintain existing services?

Improve or Expand Service	Maintain Service
20%	80%

Please explain why all or part of this project is maintaining an existing service
This is to maintain the expanded service of enhanced Dial-A-Ride. Dial-A-Ride service within Tillamook County is an essential need that residents rely on for work, school, medical, shopping, and socialization purposes.

Local Plan from which this project is derived:
Coordinated Transportation Plan

Local Plan page number
54-55

Multi-Phase Project

Is your project part of a larger, multi-phase project?
No

6.1.1 Project Scope

Task 1

Task Description

Provide general public dial-a-ride transportation services within the northern and southern geographic areas of Tillamook County. Additional funding programmed to this service will enable the District to serve more individuals.

Is this task supporting services for older adults and people with disabilities?
Yes

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?
No

Category

Operations 30.09.00 (State Operating Assistance)

Specify the mode that this task will support.
Demand Response

Operations Task Category

Task Category Amount

\$244,349.00

6.1.2 Expenditure Estimates

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

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
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STIF Population Funds	\$122,174.00	\$122,175.00		\$244,349.00
STIF Payroll Funds	\$0.00	\$0.00		\$0.00
Federal	\$0.00	\$0.00		\$0.00
Other State	\$0.00	\$0.00		\$0.00
Local	\$0.00	\$0.00		\$0.00
Other Funds	\$0.00	\$0.00		\$0.00
Prior Biennia STIF Funds	\$15,000.00	\$15,000.00		\$30,000.00
Prior Biennia Interest Accrued	\$2,162.87	\$0.00		\$2,162.87
	\$139,336.87	\$137,175.00	\$0.00	\$0.00
				\$276,511.87

By checking this box, I confirm that this task is only funded by STIF.

Yes

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 6.1.1.

No

6.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles

100,000

Revenue Hours

4,000.00

Rides

6,000

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

8,450

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

8,450

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

0

Is this project supporting student transportation?

Yes

Choose at least one

Operations

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

Operations - Demand Response

Number of students in grades 9-12 served by demand response

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

1,290

Number of students in grades 9-12 served by demand response

1,290

Outcome Measures

Outcome Measure 1

Outcome Measures for Older Adults and People with Disabilities

Revenue Miles	Revenue Hours	Rides
100,000	4,000.00	6,000

Other Measure

Low-Income Fares Provided

Number of Units:

1

6.2 Allocation of STIF funds by project

Please identify what percentage of this STIF project budget is allocated to each of the criteria listed below by fiscal year.

Note: More information about requirements for criterion #7 can be found in [OAR 732-042-0015\(3\)\(j\)](#). More information about requirements for criterion #8 can be found in [OAR 732-042-0010\(1\)\(a\)](#).

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.
8. Services for older adults and people with disabilities.

FY 2026 STIF Total **FY 2027 STIF Total**
 \$139,336.87 \$137,175.00

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

Criterion	FY 2026	FY 2027	FY 2028	FY 2029
Criterion 1	0.0%	0.0%		
Criterion 2	0.0%	0.0%		
Criterion 3	0.0%	0.0%		
Criterion 4	0.0%	0.0%		
Criterion 5	0.0%	0.0%		
Criterion 6	0.0%	0.0%		
Criterion 7	5.0%	5.0%		
Criterion 8	95.0%	95.0%		
	100.00%	100.00%	0.00%	0.00%

6.3 Oregon Public Transportation Plan Goals

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

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 8: Land Use
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

6.4 Project Summary

Project Name

Continuation of Enhanced Dial-A-Ride Services

STIF Project Grand Total	Amount in District	Amount out of District
\$276,511.87	\$276,511.87	\$0.00
FY 2026 STIF Project Total	FY 2027 STIF Project Total	
\$139,336.87	\$137,175.00	

Funds Supporting Student Transportation

FY 2026 STIF Funds supporting student transportation	FY 2027 STIF Funds supporting student transportation
\$6,966.84	\$6,858.75
FY 2026 percent of STIF Funds supporting student transportation	FY 2027 percent of STIF Funds supporting student transportation
5%	5%

Funds Supporting Older and Disabled Persons Transportation

FY 2026 STIF Funds supporting older and disabled persons transportation	FY 2027 STIF Funds supporting older and disabled persons transportation
\$132,370.03	\$130,316.25
FY 2026 percent of STIF Funds supporting older and disabled persons transportation	FY 2027 percent of STIF Funds supporting older and disabled persons transportation
95%	95%

Funds from Previous Biennia "Old Money"

FY 2026 STIF Funds from Previous Cycle	FY 2027 STIF Funds from Previous Cycle
\$17,162.87	\$15,000.00

Project 3

Qualified Entity or Sub-Recipient Name

Tillamook County Transportation District

Project Name

Continuation of Reduced Fare Program

Project Description

TCTD intends to continue the elimination of fixed route fare zones and the reduction of the base full fare to \$1.00 per trip; the elimination of fares for students in grades seven (7) through twelve (12); and providing CARE Inc. with at least 20 regular and reduced monthly bus passes to be given out to individuals who live in low-income households.

Project using planned carry forward funding:

Do you plan to set aside funding that you receive during this biennium to pay for expenses related to this project in a future biennium?

No

Percent of project budget in district

100%

How much of the Project budget will be used to improve or expand services, and how much will be used to maintain existing services?

Improve or Expand Service

20%

Maintain Service

80%

Please explain why all or part of this project is maintaining an existing service

Stable fare policies are important to transit riders, particularly those living with a fixed or low income. TCTD intends to continue the elimination of fixed route fare zones and the reduction of the base full fare to \$1.00 per trip; the elimination of fares for students in grades seven (7) through twelve (12); and providing CARE Inc. with at least 20 regular and reduced monthly bus passes to be given out to individuals who live in low-income households.

Local Plan from which this project is derived:

Coordinated Transportation Plan

Local Plan page

number

54-55

Multi-Phase Project

Is your project part of a larger, multi-phase project?

No

6.1.1 Project Scope

Task 1

Task Description

Fixed route fare zones will continue to be eliminated, and base full fare will continue to be \$1.00 per trip for everyone except students in grades seven (7) through twelve (12). Distribute up to 20 regular and

reduced bus passes to individuals living in low-income households. Eliminate fares for students in grades seven (7) through twelve (12).

Is this task supporting services for older adults and people with disabilities?

Yes

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

No

Category

Operations 30.09.00 (State Operating Assistance)

Specify the mode that this task will support.

Fixed Route

Operations Task Category

Task Category Amount

\$88,800.00

6.1.2 Expenditure Estimates

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

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$44,400.00	\$44,400.00			\$88,800.00
STIF Payroll Funds	\$0.00	\$0.00			\$0.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00

Other Funds	\$0.00	\$0.00			\$0.00
Prior Biennia STIF Funds	\$12,500.00	\$12,500.00			\$25,000.00
Prior Biennia Interest Accrued	\$0.00	\$0.00			\$0.00
	\$56,900.00	\$56,900.00	\$0.00	\$0.00	\$113,800.00

By checking this box, I confirm that this task is only funded by STIF.

Yes

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 6.1.1.

No

6.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles
25,000

Revenue Hours
7,500.00

Rides
15,000

Number of people with access to transit (within ½ mile of transit stop for fixed route)
20,500

Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed route)
8,450

Number of new shared stops with other transit providers (reducing fragmentation in transit services)
0

Is this project supporting student transportation?
Yes

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 with free or reduced fare transit pass
1,280

Outcome Measures

Outcome Measure 1

Outcome Measures for Older Adults and People with

Disabilities

Revenue Miles

25,000

Revenue Hours

7,500.00

Rides

15,000

Other Measure

Low-Income Fares Provided

Number of Units:

1

6.2 Allocation of STIF funds by project

Please identify what percentage of this STIF project budget is allocated to each of the criteria listed below by fiscal year.

Note: More information about requirements for criterion #7 can be found in [OAR 732-042-0015\(3\)\(j\)](#). More information about requirements for criterion #8 can be found in [OAR 732-042-0010\(1\)\(a\)](#).

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.
8. Services for older adults and people with disabilities.

FY 2026 STIF Total

\$56,900.00

FY 2027 STIF Total

\$56,900.00

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

Criterion	FY 2026	FY 2027	FY 2028	FY 2029
Criterion 1	0.0%	0.0%		

Criterion 2	0.0%	0.0%		
Criterion 3	25.0%	25.0%		
Criterion 4	0.0%	0.0%		
Criterion 5	0.0%	0.0%		
Criterion 6	0.0%	0.0%		
Criterion 7	50.0%	50.0%		
Criterion 8	25.0%	25.0%		
	100.00%	100.00%	0.00%	0.00%

6.3 Oregon Public Transportation Plan Goals

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

Goal 1 Mobility: Public Transportation User Experience

Goal 2: Accessibility and Connectivity

Goal 3: Community Livability and Economic Vitality

Goal 4: Equity

Goal 5: Health

Goal 6: Safety and Security

Goal 7: Environmental Sustainability

Goal 8: Land Use

Goal 9: Funding and Strategic Investment

Goal 10: Communication, Collaboration, and Coordination

6.4 Project Summary

Project Name

Continuation of Reduced Fare Program

STIF Project Grand Total	Amount in District	Amount out of District
\$113,800.00	\$113,800.00	\$0.00

FY 2026 STIF Project Total	FY 2027 STIF Project Total
\$56,900.00	\$56,900.00

Funds Supporting Student Transportation

FY 2026 STIF Funds supporting student transportation	FY 2027 STIF Funds supporting student transportation
\$28,450.00	\$28,450.00

FY 2026 percent of STIF **FY 2027 percent of**

Funds supporting student transportation
50%

STIF Funds supporting student transportation
50%

Funds Supporting Older and Disabled Persons Transportation

FY 2026 STIF Funds supporting older and disabled persons transportation
\$14,225.00

FY 2027 STIF Funds supporting older and disabled persons transportation
\$14,225.00

FY 2026 percent of STIF Funds supporting older and disabled persons transportation
25%

FY 2027 percent of STIF Funds supporting older and disabled persons transportation
25%

Funds from Previous Biennia "Old Money"

FY 2026 STIF Funds from Previous Cycle
\$12,500.00

FY 2027 STIF Funds from Previous Cycle
\$12,500.00

Project 4

Qualified Entity or Sub-Recipient Name

Tillamook County Transportation District

Project Name

Continuation of Fixed Route Service Enhancements

Project Description

This project continues established Route 6 fixed route service to the Port of Tillamook Bay; continues the Tillamook Town Loop (Route 1) fixed route service to provide one additional hour of evening service; and increases Route 5 (Tillamook to Portland) intercity bus service from two (2) to three (3) roundtrips per day.

Project using planned carry forward funding:

Do you plan to set aside funding that you receive during this biennium to pay for expenses related to this project in a future biennium?

No

Percent of project budget in district

100%

How much of the Project budget will be used to improve or

expand services, and how much will be used to maintain existing services?

Improve or Expand Service
20%

Maintain Service
80%

Please explain why all or part of this project is maintaining an existing service

Funding for this project will ensure continued operations of the expanded fixed route service enhancements established in previous funding cycles.

Local Plan from which this project is derived:
Coordinated Transportation Plan

Local Plan page number
54-55

Multi-Phase Project

Is your project part of a larger, multi-phase project?

No

6.1.1 Project Scope

Task 1

Task Description

Continue Route 6 service to the Port of Tillamook Bay (POTB) via southwest Tillamook, Trask River Road, Long Prairie Road, and Port of Tillamook Bay. Continue operating one additional hour of evening service on the Tillamook Town Loop (Route 1) to provide service until approximately 7:45 PM. Continue operating one additional roundtrip on Route 5 (Tillamook to Portland). Continue providing service on certain holidays to reduce the number of days that transit service is not provided.

Is this task supporting services for older adults and people with disabilities?

Yes

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

No

Category

Operations 30.09.00 (State Operating Assistance)

Specify the mode that this task will support.

Fixed Route

Operations Task Category

Task Category Amount

\$300,000.00

6.1.2 Expenditure Estimates

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

expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$150,000.00	\$150,000.00			\$300,000.00
STIF Payroll Funds	\$0.00	\$0.00			\$0.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00
Prior Biennia STIF Funds	\$60,000.00	\$60,000.00			\$120,000.00
Prior Biennia Interest Accrued	\$0.00	\$0.00			\$0.00
	\$210,000.00	\$210,000.00	\$0.00	\$0.00	\$420,000.00

By checking this box, I confirm that this task is only funded by STIF.

Yes

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 6.1.1.

No

6.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles

Revenue Hours

Rides

Note: More information about requirements for criterion #7 can be found in [OAR 732-042-0015\(3\)\(j\)](#). More information about requirements for criterion #8 can be found in [OAR 732-042-0010\(1\)\(a\)](#).

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.
8. Services for older adults and people with disabilities.

FY 2026 STIF Total **FY 2027 STIF Total**
 \$210,000.00 \$210,000.00

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

Criterion	FY 2026	FY 2027	FY 2028	FY 2029
Criterion 1	25.0%	25.0%		
Criterion 2	0.0%	0.0%		
Criterion 3	0.0%	0.0%		
Criterion 4	0.0%	0.0%		
Criterion 5	25.0%	25.0%		
Criterion 6	0.0%	0.0%		
Criterion 7	25.0%	25.0%		
Criterion 8	25.0%	25.0%		
	100.00%	100.00%	0.00%	0.00%

6.3 Oregon Public Transportation Plan Goals

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

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 8: Land Use
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

6.4 Project Summary

Project Name

Continuation of Fixed Route Service Enhancements

STIF Project Grand Total	Amount in District	Amount out of District
\$420,000.00	\$420,000.00	\$0.00
FY 2026 STIF Project Total	FY 2027 STIF Project Total	
\$210,000.00	\$210,000.00	

Funds Supporting Student Transportation

FY 2026 STIF Funds supporting student transportation	FY 2027 STIF Funds supporting student transportation
\$52,500.00	\$52,500.00
FY 2026 percent of STIF Funds supporting student transportation	FY 2027 percent of STIF Funds supporting student transportation
25%	25%

Funds Supporting Older and Disabled Persons Transportation

FY 2026 STIF Funds supporting older and disabled persons transportation	FY 2027 STIF Funds supporting older and disabled persons transportation
\$52,500.00	\$52,500.00
FY 2026 percent of STIF	FY 2027 percent of

Funds supporting older and disabled persons transportation
25%

STIF Funds supporting older and disabled persons transportation
25%

Funds from Previous Biennia "Old Money"

FY 2026 STIF Funds from Previous Cycle
\$60,000.00

FY 2027 STIF Funds from Previous Cycle
\$60,000.00

Project 5

Qualified Entity or Sub-Recipient Name
Tillamook County Transportation District

Project Name
Capital / Operating / Planning Contingency

Project Description

This project will put aside funds for unexpected and unforeseen operating events, such as increases in fuel costs or driver recruitment efforts. This project will put aside funds for unexpected and unforeseen capital events, such as increased vehicle costs or facilities maintenance. This project will put aside funds for planning projects of opportunity, such as a Board requested strategic planning process or District marketing and rebranding effort, or continued analyses or studies on ZEV implementation.

Project using planned carry forward funding:

Do you plan to set aside funding that you receive during this biennium to pay for expenses related to this project in a future biennium?

No

Percent of project budget in district
100%

How much of the Project budget will be used to improve or expand services, and how much will be used to maintain existing services?

Improve or Expand Service
100%

Maintain Service
0%

Local Plan from which this project is derived:
Coordinated Transportation Plan

Local Plan page number
54-55

Multi-Phase Project

Is your project part of a larger, multi-phase project?

No

6.1.1 Project Scope

Task 1

Task Description

Fund unexpected and unforeseen operating and capital increases, and planning activities that present themselves as projects of opportunity.

Is this task supporting services for older adults and people with disabilities?

No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

No

Category

Program Reserve/Contingency 11.73.00

Program Reserve/Contingency Task Category

Task Category Amount

\$608,018.00

6.1.2 Expenditure Estimates

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

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$304,009.00	\$304,009.00			\$608,018.00
STIF Payroll Funds	\$0.00	\$0.00			\$0.00

Federal	\$0.00	\$0.00	\$0.00
Other State	\$0.00	\$0.00	\$0.00
Local	\$0.00	\$0.00	\$0.00
Other Funds	\$0.00	\$0.00	\$0.00
Prior Biennia STIF Funds	\$12,500.00	\$12,500.00	\$25,000.00
Prior Biennia Interest Accrued	\$0.00	\$0.00	\$0.00
	\$316,509.00	\$316,509.00	\$0.00
			\$0.00
			\$633,018.00

By checking this box, I confirm that this task is only funded by STIF.

Yes

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 6.1.1.

No

6.1.3 Outcome Measures

Outcome Measures

Outcome Measure 1

All Project Types

Other Measure

Reserve Funds Created

Number of Units:

1

6.2 Allocation of STIF funds by project

Please identify what percentage of this STIF project budget is allocated to each of the criteria listed below by fiscal year.

Note: More information about requirements for criterion #7 can be found in [OAR 732-042-0015\(3\)\(j\)](#). More information about requirements for criterion #8 can be found in [OAR 732-042-0010\(1\)\(a\)](#).

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.
8. Services for older adults and people with disabilities.

FY 2026 STIF Total
\$316,509.00

FY 2027 STIF Total
\$316,509.00

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

Criterion	FY 2026	FY 2027	FY 2028	FY 2029
Criterion 1	0.0%	0.0%		
Criterion 2	0.0%	0.0%		
Criterion 3	0.0%	0.0%		
Criterion 4	0.0%	0.0%		
Criterion 5	100.0%	100.0%		
Criterion 6	0.0%	0.0%		
Criterion 7	0.0%	0.0%		
Criterion 8	0.0%	0.0%		
	100.00%	100.00%	0.00%	0.00%

6.3 Oregon Public Transportation Plan Goals

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

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 6: Safety and Security

6.4 Project Summary

Project Name

Capital / Operating / Planning Contingency

STIF Project Grand Total	Amount in District	Amount out of District
\$633,018.00	\$633,018.00	\$0.00
FY 2026 STIF Project Total	FY 2027 STIF Project Total	
\$316,509.00	\$316,509.00	

Funds Supporting Student Transportation

FY 2026 STIF Funds supporting student transportation	FY 2027 STIF Funds supporting student transportation
\$0.00	\$0.00
FY 2026 percent of STIF Funds supporting student transportation	FY 2027 percent of STIF Funds supporting student transportation
0%	0%

Funds Supporting Older and Disabled Persons Transportation

FY 2026 STIF Funds supporting older and disabled persons transportation	FY 2027 STIF Funds supporting older and disabled persons transportation
\$0.00	\$0.00
FY 2026 percent of STIF Funds supporting older and disabled persons transportation	FY 2027 percent of STIF Funds supporting older and disabled persons transportation
0%	0%

Funds from Previous Biennia "Old Money"

FY 2026 STIF Funds from Previous Cycle	FY 2027 STIF Funds from Previous Cycle
\$12,500.00	\$12,500.00

7. STIF Plan Summary

STIF Plan Grand Total	Planned Carry Forward	Amount in District	Amount out of District
\$1,494,191.87	Total \$0.00	\$1,494,191.87	\$0.00

STIF Plan Total (Plan Maximum)
\$1,292,029.00

FY 2026 Total Prior Biennia Funds	FY 2027 Total Prior Biennia Funds
\$102,162.87	\$100,000.00

FY 2026 Total STIF Funds	FY 2027 Total STIF Funds
\$747,672.87	\$746,519.00

FY 2026 Total STIF Funds from Sub-Recipient Applications	FY 2027 Total STIF Funds from Sub-Recipient Applications
\$0.00	\$0.00

FY 2026 Student STIF Funds	FY 2027 Student STIF Funds
\$87,916.84	\$87,808.75

FY 2026 Percent of STIF Funds supporting student transportation	FY 2027 Percent of STIF Funds supporting student transportation
11.76%	11.76%

Unless it is not practicable, each year, the percentage of STIF Funds supporting student transportation must equal or exceed 1% of the FY Total STIF Funds.

FY 2026 Older and Disabled Persons STIF Funds	FY 2027 Older and Disabled Persons STIF Funds
\$224,022.03	\$222,976.25

FY 2026 Percent of STIF Funds supporting older and disabled persons transportation	FY 2027 Percent of STIF Funds supporting older and disabled persons transportation
29.96%	

29.87%

The amount of STIF Funds that support transit services for Older and Disabled Persons. This amount must equal or exceed the Qualified Entity's allocation of population-based formula funds.

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.

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Subrecipient Project Application-Marie Mills Center, Inc.pdf

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