



# Sunset Empire Transportation District TRANSPORTATION ADVISORY COMMITTEE

Regular Meeting

March 19, 2026 | 1:30 to 3:30 p.m.

**Meeting location:** Astoria Transit Center, 900 Marine Drive, Astoria, OR 97103

**Meeting link:** <https://bit.ly/410mNk3> | **Meeting ID:** 246 763 797 900 6 | **Passcode:** Mu9uT2gM

**Dial in by phone:** 1-872-333-9477 | **Phone conference ID:** 210 621 50#

## Agenda

		Action	Responsible
<b>Item 1</b> 1:30 p.m.	<b>Call to Order</b>		Commissioner Alegria
<b>Item 2</b> 1:31 p.m.	<b>Pledge of Allegiance</b>		Commissioner Alegria
<b>Item 3</b> 1:33 p.m.	<b>Roll Call</b>		Commissioner Alegria
<b>Item 4</b> 1:35 p.m.	<b>Selection of Chair and Vice-Chair</b> <b>pg. 2</b>		Commissioner Alegria
<b>Item 5</b> 1:50 p.m.	<b>Changes to Agenda</b>		Chair
<b>Item 6</b> 1:55 p.m.	<b>Public Comment</b> (3-minute limit per person)		Public
<b>Item 7</b> 2 p.m.	<b>Committee Member Introductions</b> <b>pg. 3</b>		Chair
<b>Item 8</b> 2:20 p.m.	<b>Review of TAC Purpose Statement and Bylaws</b> <b>pgs. 5 to 15</b>	Information/ Discussion	Chair
<b>Item 9</b> 2:40 p.m.	<b>Presentation on 2028-29 STIF plan</b> <b>pg. 16 to 25</b>	Information/ Discussion	Executive Director Carr
<b>Item 10</b> 3:15 p.m.	<b>Set the Next Meeting</b>	Information/ Discussion	Chair
<b>Item 11</b> 3:30 p.m.	<b>Adjournment</b>		Chair

Times are approximate guidelines and may change.

*This meeting location is accessible to people with disabilities. Upon request, SETD will make reasonable accommodation, including assistive listening devices, sign language interpreters, large print materials, or other auxiliary aids. Please contact Sara Schilling at (503) 861-5370 or [sara@ridethebus.org](mailto:sara@ridethebus.org) at least 48 hours before the meeting to request accommodation.*



## Sunset Empire Transportation District TRANSPORTATION ADVISORY COMMITTEE

### Item 4 Selection of Chair and Vice-Chair

**Date:** March 19, 2026

**Summary:** Per TAC's bylaws, the committee selects a chair and a vice-chair. The chair is responsible for officiating meetings, and the vice-chair takes on that responsibility if the chair is absent.

**Attachments:**

- None



## Sunset Empire Transportation District TRANSPORTATION ADVISORY COMMITTEE

### Item 7 Committee Member Introductions

**Date:** March 19, 2026

**Summary:** The names of those recently appointed to the TAC are included, along with the constituencies they represent.

**Attachments:**

- List of TAC members and their constituencies

## Sunset Empire Transportation District

### Transportation Advisory Committee - 2026

<b>Name</b>	<b>Representing</b>
Brian Vitulli	Public Transit Providers
Leah Griffith	Senior Community
Melvin Johnson	Disabled Community
Johnathan Niebuhr	Low-Income Individuals
Mitra Vazeen	Educational Institutions
Pamela Alegria	Board of Commissioners



## Sunset Empire Transportation District TRANSPORTATION ADVISORY COMMITTEE

# Item 8 Review of TAC Purpose Statement and Bylaws

**Date:** March 19, 2026

**Summary:** Per TAC's bylaws, the purpose of the committee is:

*The Sunset Empire Transportation District (SETD) Board of Commissioners (Board) has formed an Advisory Committee, known as the Transportation Advisory Committee (TAC) to advise and assist SETD in carrying out the purpose of the Statewide Transportation Improvement Fund (STIF) and prioritizing projects to be funded by STIF moneys as set forth under [OAR Chapter 732, Division 40, Sections 0030 and 0035, Division 42, Section 0020, and Division 44, Section 0025.](#)*

*The TAC also serves as the District's Special Transportation Fund Advisory Committee regarding reviewing and making recommendations to the SETD Board for the Oregon Department of Transportation's (ODOT) Special Transportation Fund (STF) and for FTA § 5310 grant funds.*

TAC's bylaws were adopted in 2018.

### **Attachments:**

- TAC bylaws



# Sunset Empire Transportation District

## *Transportation Advisory Committee*

# *BYLAWS*

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**SUNSET EMPIRE TRANSPORTATION DISTRICT**  
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## PURPOSE OF THE ADVISORY COMMITTEE

The Sunset Empire Transportation District (SETD) Board of Commissioners (Board) has formed an Advisory Committee, known as the Transportation Advisory Committee (TAC) to advise and assist SETD in carrying out the purpose of the Statewide Transportation Improvement Fund (STIF) and prioritizing projects to be funded by STIF moneys as set forth under OAR Chapter 732, Division 40, Sections 0030 and 0035, Division 42, Section 0020, and Division 44, Section 0025.

The TAC also serves as the District's Special Transportation Fund Advisory Committee regarding reviewing and making recommendations to the SETD Board for the Oregon Department of Transportation's (ODOT) Special Transportation Fund (STF) and for FTA § 5310 grant funds.

## DEFINITIONS

The following definitions apply to terms used in these bylaws and the tasks of the Advisory Committee.

***Advisory Committee:*** A committee formed by a Qualified Entity to assist the Qualified Entity in carrying out the purposes of the STIF Formula Fund and the Advisory Committee requirements specified in ORS 184.761(1). It shall also assist SETD in carrying out the purposes of the STF Formula Program and Discretionary Program.

***High Percentage of Low-Income Households:*** Areas within the District boundaries with a household income at or below 200% of the current Federal Poverty Level, also know as the Federal Poverty Guideline. The Federal Poverty Level may be found here: <https://www.healthcare.gov/glossary/federal-poverty-level-FPL/> and here: <https://aspe.hhs.gov/poverty-guidelines>

***Area of Responsibility:*** The geographic area for which SETD is responsible to provide STIF Formula Fund moneys is the geographic area within the jurisdictional boundaries of the county or counties in which any part of the District is located.

***Discretionary Fund:*** Up to five percent of STIF funds to be disbursed to Public Transportation Service Providers, which includes Qualified Entities, through a competitive grant funding process, pursuant to ORS 184.758(1)(b).

***Governing Body:*** The decision-making body or board of a Qualified Entity. For SETD, this is The Board of Commissioners.

***Intercommunity Discretionary Fund:*** Up to four percent of STIF funds to be disbursed to Public Transportation Providers through a competitive grant funding process, pursuant to ORS 184.758 (1)(c).

**Project:** A public transportation improvement activity or group of activities eligible for STIF moneys and a plan or proposal for which is included in a STIF Plan or in a grant application to a Qualified Entity or the Agency. Examples of project types include, but are not limited to: discrete activities, such as purchasing transit vehicles, planning, or operations; and groups of activities for a particular geographic area or new service, such as a new route that includes purchase of a transit vehicle, and maintenance and operations on the new route.

**Public Transportation Service Provider:** A Qualified Entity or a city, county, Special District, Intergovernmental Entity, or any other political subdivision of municipal or Public Corporation that provides Public Transportation Services.

**Public Transportation Services:** Any form of passenger transportation by car, bus, or other conveyance, either publicly or privately owned, which provides service to the general public (not including charter, sightseeing, or exclusive school bus service) on a regular and continuing basis. Such transportation may be for purposes such as health care, shopping, education, employment, public services, personal business, or recreation.

**Qualified Entity:** 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.

**STIF Formula Fund:** Up to 90 percent of the Statewide Transportation Improvement funds to be disbursed to Qualified Entities conditioned upon the Oregon Transportation Commission's approval of a STIF Plan, pursuant to ORS 184.758(1)(a).

**STIF or Statewide Transportation Improvement Fund:** The fund established under ORS 184.751.

**STIF Plan:** A public transportation improvement plan that is approved by a Governing Body and submitted to Oregon Department of Transportation, Rail and Public Transit Division for review and approval by the Oregon Transportation Commission for the Qualified Entity to receive a share of the STIF Formula Fund.

**STF Formula Fund:** Fund to support transportation services for seniors and people with disabilities.

**STF Discretionary Grant:** Discretionary funds are distributed through a competitive grant program and to projects of statewide importance defined by the Oregon Transportation Commission.

## COMMITTEE TASKS

The Advisory Committee will:

- Advise SETD on the development process of the STIF Plan and the STF Plan
- Review the proposed distribution of §5310 Formula Program and STF Formula Program moneys and make recommendations to SETD

- Review STF Discretionary Grant proposals and make recommendations to SETD
- Recommend to SETD any changes to the proposed distribution of STF Formula Program moneys or STF Discretionary Grant applications it considers necessary
- Review and prioritized projects proposed for inclusion in the STIF Plan and recommend a funding amount for each project
- Advise on the development of a definition for “high percentage of low-income households
- Review and recommend projects to receive STIF Discretionary Funds within SETD’s area of responsibility
- Review and recommend projects to receive STIF Intercommunity Discretionary Funds within SETD’s area of responsibility
- Advise SETD regarding opportunities to coordinate STIF funded projects with other local or regional transportation programs and services to improve transportation service delivery and reduce gaps in service

STIF Formula Fund recommendations from the TAC will be considered by the Board in preparation of a STIF Plan.

Discretionary Fund and Intercommunity Discretionary Fund recommendations from the TAC will be considered by ODOT when awarding STIF discretionary grants.

In carrying out its purpose the committee shall:

- Provide a public forum for the discussion of SETD services and maintain communications with groups representing the various ridership groups, such as: commuters, students, low income residents, individuals with limited English proficiency (LEP), and seniors and/or individuals with disabilities.

Convey community views on transportation matters affecting persons who utilize the transit services to the SETD Board.

- Assist in the dissemination of information about transportation services to the various ridership groups, such as: commuters, students, low income residents, limited English speaking individuals, individuals with limited English proficiency (LEP), and seniors and/or individuals with disabilities, throughout the District’s service area.

## **COMMITTEE MEMBERSHIP**

A list of current members and the interests they represent is attached to these bylaws and will be updated as new appointments are made. Member contact information is considered private and will not be disclosed to any third party unless permission has been provided to do so.

## **Number of members**

TAC shall be composed of nine (9) members.

## **Appointment process**

Members will be recruited and recommended through procedures established by the SETD Board. The SETD Board will appoint members and will include a Board member that is appointed by the Board Chair.

## **Membership criteria**

TAC members must meet the following criteria.

- Be knowledgeable about the public transportation needs of residents or employees located with SETD's area of responsibilities.
- Be a person who is a member of or represents one or more of the following:
  - Local governments, including land use planners
  - Public Transportation Service Providers or Non-profit entities that provide public transportation services (Mandatory)
  - Neighboring Public Transportation Providers
  - Employers
  - Public Health, social and human service providers
  - Transit users
  - Transit users who depend on transit for accomplishing daily activities
  - Individuals age 65 or older or people with disabilities (Mandatory)
  - Representative of seniors
  - Representative of people with disabilities
  - Low-income individuals (Mandatory)
  - Social equity advocates
  - Environmental advocates
  - Bicycle and pedestrian advocates
  - People with limited English proficiency
  - Educational institutions
  - Major destinations for users of public transit
- The Advisory Committee shall include members from the District's area of responsibility, both within and outside District boundaries.

## **Terms of Office**

- The term of each member shall be for two (2) years, except the SETD Board representative who shall serve at the pleasure of the SETD Chair.
- Terms shall begin on July 1 and end on June 30 two years later. Terms shall be staggered, so that only a portion of the terms will end each year on June 30.

- Members may apply and be considered for reappointment through the established nomination and appointment process.
- Members can serve for an indefinite number of terms.
- Should a member need to resign from the TAC, they may do so by informing the Executive Director of SETD in writing. At this time, SETD may fill the vacancy by the appointment process.

### **Condition of termination**

SETD may end the membership of a committee member under the following conditions.

- If a TAC Member fails to attend two regular meetings within a one-year period without excuse, SETD will consider this a voluntary resignation and may fill the vacancy by the appointment process.

## **COMMITTEE OPERATIONS AND PROCEDURES**

### **Meeting frequency and location**

The TAC will meet, at a minimum, twice a year. Additional meetings may be necessary to complete the work of the committee. The meetings will be held at the Astoria Transit Center unless otherwise announced.

### **Meeting agenda**

TAC meeting agendas and will be provided to members approximately seven days prior to the meeting. Background materials may be included with the agenda for prereading and meeting preparation.

### **Public notice of meetings**

Public notice of meetings will be posted seven days in advance. Notification will be made via social media, website, news media, fliers at transit facilities, and any other means deemed necessary.

### **Public engagement**

Meeting agendas will include time for public comment. Comments can be verbal or written. Comments may be collected via email or through the website. Online surveys may be generated and information booths at community events may be utilized to gather public input.

## **Meeting records**

Meeting discussions and outcomes will be documented by the Executive Assistant and made publicly available via the website.

Written copies of meeting materials will be available to the public for no less than six years, pursuant to OAR 732-040-0030(4)(b).

## **ROLES AND RESPONSIBILITIES**

The TAC is advisory to SETD's Board. To ensure the success of the group, the following roles have been identified.

### **Governance**

A Chairperson and Vice Chairperson shall be selected by the committee at its first meeting after July 1 of each year. If there is a vacancy in these two positions, the committee shall appoint a replacement. The Chairperson and Vice Chairperson may be removed by the committee with a majority vote.

The Chairperson will be responsible for officiating the meeting. They will ensure that there is sufficient time during the meeting to discuss agenda items. They will ensure that discussion on agenda items is on topic, productive and professional. The Vice Chairperson will have the same responsibilities if the Chairperson is absent.

The Executive Director or his/her designee will be the facilitator of the meetings. The Executive Director designee shall prepare agendas for the TAC. The Executive Assistant will assist in the preparation of the meeting packets and shall post the public notices. The Executive Assistant will take the minutes of the meetings and post them.

The TAC has no formal delegated powers of authority to represent SETD or commit to the expenditure of any funds. The TAC will submit recommendations to the Board of SETD.

SETD will include information in the STIF Plan about how the TAC was consulted when developing the STIF Plan and, if applicable, an explanation on why the TAC recommendation was not adopted by the Board of SETD.

### **Members**

Members of the TAC are asked to:

- Come prepared to achieve meeting objectives described in the published agenda
- Listen and appreciate a diversity of views and opinions
- Actively participate in the group
- Focus on the agreed scope of the group operation
- Attend all meetings in a timely manner

- Notify the Executive Director if unable to attend a meeting
- Support and respect each other
- Not speak to the media on behalf of the group unless consent has been provided in writing from SETD and agreed to by the TAC

### **Meeting attendance**

For meetings to take place in an effective way, a minimum of five members must be present. A majority of the members then appointed to the TAC shall constitute a quorum for the purpose of conducting business.

Meeting attendance is mandatory unless previously arranged with the Executive Director. Proxy representation is not permitted.

### **Conflict of interest**

Any apparent, potential, or perceived conflict of interest in matters that may be considered by the TAC should be declared to the Executive Director prior to public meetings to ensure the group's future accountability, transparency, and success. A member shall also declare the apparent, potential, or perceived conflict of interest during public meetings and shall not vote on any funding decision in which they are an applicant or representing an organization for funds.

### **Actions**

- A. All actions of the TAC shall be a motion passed by a majority of the members present and voting. When appropriate for clarification purposes or requested by a member, the Chair shall restate each motion immediately following its introduction.
- B. In situations where extensive discussion or debate occurs following its introduction of a motion, or when an amendment(s) is/are made to a motion, the Chair shall restate each motion immediately prior to calling for the vote. Following the vote, the Chair shall announce whether the motion carried or was defeated.

## **COMMITTEE STIF REVIEW PROCESS**

The TAC shall advise SETD on the development of the STIF Plan process and prioritize projects proposed to receive STIF Formula Funds.

- May conduct public engagement activities
- May request data
- Review all projects proposed for STIF Plan inclusion
- Recommend projects for STIF Plan inclusion
- Consider the criteria outlined in OAR 732-042-0020
- Advise staff on how to coordinate STIF-funded projects
- Develop processes for ongoing monitoring
- Committee decision making process, e.g. voting, consensus, ranking

## **STIF Formula Funds**

TAC members are required to consider the following criteria when reviewing STIF Formula Fund Projects, as described in OAR 732-0042-0020:

- Whether the Project would:
  - Increase the frequency of bus service to communities with a high percentage of Low-Income Households
  - Expand bus routes and bus services to serve communities with a high percentage of Low-Income Households
  - Reduce fares for public transportation in communities with a high percentage of Low-Income Households
  - Result in procurement of buses that are powered by natural gas or electricity for use in areas with a population of 200,000 or more
  - Improve the frequency and reliability of service connections inside and outside the Qualified Entity's service area.
  - Increase coordination between Public Transportation Service Providers to reduce fragmentation in the provision of public transportation service
  - Expand student transit services for students in grades 9 through 12
- Whether the Project would maintain and existing, productive service
- The extent to which the Project goals meet public transportation needs and are a responsible use of public funds
- Other factors to be determined by the Qualified Entity or Advisory Committee

## **STIF Discretionary and Intercommunity Discretionary Funds**

The TAC shall advise SETD on the review of grant applications for acceptance, rejection, or prioritization for funding from the Discretionary Fund and Intercommunity Discretionary Funds, consistent with OAR 732-044-0025.

- SETD staff will provide Discretionary Fund and Intercommunity Discretionary Funds grant applications to the TAC for review
- TAC shall make recommendations on the applications to the Oregon Transportation Commission

Advisory Committee members are required to consider the following criteria when reviewing projects under the discretionary STIF Funds as described in OAR 732-044-0025:

- Supports the purpose, as applicable, of the Discretionary Fund or the Intercommunity Discretionary Fund, as described in OAR 732-044-0000, which includes:

- The Discretionary Fund is intended to provide a flexible funding source to improve public transportation in Oregon. It is not a source of ongoing operations funding
- The Intercommunity Discretionary Fund is for improving connections between communities and between communities and other key destinations important for a connected Statewide Transit Network
- Improves public transportation service to Low-Income Households
- Improves coordination between Public Transportation Service Providers and reduces fragmentation of Public Transportation Services
- Consistent with Oregon Public Transportation Plan goals, policies, and implementation plans, including:
  - Integrated public transportation planning where affected communities planned or partnered to develop proposed Projects
  - Technological innovations that improve efficiencies and promote a seamless and easy to use Statewide Transit Network
  - Advancement of State greenhouse gas emission reduction goals
  - Support or improvement of a useful and well-connected Statewide Transit Network
- Does not substantially rely on discretionary state funding beyond a pilot phase for operations projects
- Supports geographic equity or an ability to leverage other funds (these factors apply when all other priorities are held equal)
- Meets any additional criteria established by the Commission

## **Bylaws**

The TAC will maintain written bylaws that include, but are not limited to, name and purpose, committee membership criteria, appointment process, terms of office for the committee members, general procedures of the committee, member duties, meeting schedule, public noticing requirements and engagement processes, and the STF Plan, §5310 Plan, and STIF Plan development processes and general decision-making criteria.

These bylaws may be amended by a majority vote of both the TAC and the SETD Board. Prior to action of the SETD Board, all amendments will be reviewed and approved by the T



## Sunset Empire Transportation District TRANSPORTATION ADVISORY COMMITTEE

### **Item 9 Presentation on 2028-29 STIF Plan**

**Date:** March 19, 2026

**Summary:** SETD Executive Director David Carr will provide a report on the STIF plan development process. He'll also ask the TAC to review, discuss, suggest and approve projects.

**Attachments:**

- STIF plan executive director update
- Projects list

# 2027–2029 STIF Plan

## Executive Director Update

I remain cautiously optimistic about the future; however, the upcoming planning and budgeting cycle presents unique challenges compared to prior years.

We are currently in the process of recruiting a new financial officer, and it will likely be several weeks before this position is filled. In the interim, we are actively pursuing consultant support and potential CPA assistance to ensure continuity in financial planning, reporting, and grant management.

Despite these challenges, the long-term outlook remains positive. We believe there are significant opportunities to more effectively leverage federal and state funding to strengthen our financial position and enhance service delivery. Our strategy is to position the agency to be competitive and responsive in an evolving funding environment.

The projects identified in this plan are intentionally ambitious. While not all may be immediately affordable, it is critical that we identify and prioritize these needs to remain competitive for funding opportunities. If projects are not included in our plans, we limit our ability to pursue and deliver them.

Accordingly, we will continue to aggressively pursue grant funding and remain persistent in our efforts. If funding is not secured in the initial application cycle, we will refine our approach and reapply or seek alternative funding sources. This proactive and resilient strategy ensures we are well-positioned to advance critical projects as opportunities arise.

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## Key Challenges

1. The departure of the financial officer has created a significant gap, impacting planning, budgeting, and grant application capacity.
2. The Oregon Department of Transportation is revising grant funding opportunities and timelines. Shorter timelines and more complex application requirements may limit our ability to compete effectively.
3. New National Environmental Policy Act requirements will apply to all federally funded projects, increasing compliance demands.
4. Funding uncertainty remains a major concern, including an estimated 13% reduction in federal funds and unclear future support for State STIF funding following the failure of HB4008.
5. Ongoing driver shortages continue to challenge our ability to maintain current service levels.
6. Contract negotiations with the Amalgamated Transit Union are scheduled to begin in January 2027.

7. Fuel prices are approaching record highs, with diesel costs rising faster than unleaded gasoline.
8. IT and cybersecurity risks—and associated costs—have increased significantly.
9. The cost of new buses has risen substantially, along with extended delivery timelines.
10. Many buses and other critical equipment have far exceeded their useful life.
11. A significant backlog of facilities maintenance needs has accumulated.
12. Passenger amenities and infrastructure require substantial renewal and reinvestment.
13. Community relationships need focused attention.

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### **Actions Taken to Date**

1. A current STIF budget amendment has been submitted to ODOT for FY 2028, including approximately \$410,000 carried over from FY 2025 and an additional \$23,000 in STIF funds.
2. A Public Transportation Division (PTD) application for July-September 2027 gap funding was submitted in February.
3. A grant application for the Rural Veterans Health Care (RVHC) program has been submitted.

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### **Funding Opportunities & Key Timelines**

- Competitive Transit Grant (Phase 1): April 3, 2026
- Competitive Transit Grant (Phase 2): April 3, 2026
- Federal Formula Funding (2027–2029): May 2026
  - Training: March 16, 2026
- STIF Formula Plans: October 2026
  - ODOT projected funding estimates expected May/June 2026
- Consolidated Competitive Grant Program (2028–2030): December 2026

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### **STIF Plan Expectations**

1. STIF funding is expected to remain relatively stable.
2. Federal funding is projected to decrease by approximately 13%.
3. Fuel costs remain highly volatile, with diesel prices particularly elevated.

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### **Strategic Plan Priorities**

#### **Technology**

- Improve operational efficiency
- Enhance financial reporting
- Support data-driven decision-making

#### **Passenger Infrastructure**

- Shelters, signage, trash receptacles, and fare collection systems

#### **Planning Initiatives**

- Cybersecurity
- Safety
- Transit operations
- Communications
- District website improvements
- Strengthening community connections and outreach

### **STIF Match Plan Strategy**

The development of a consolidated STIF match plan provides a strategic and flexible funding framework that enhances the agency’s ability to leverage state and federal resources. By aligning match funding across multiple project categories, the agency can respond more effectively to competitive grant opportunities and changing funding conditions.

### **Key Benefits**

- Maximizes leverage of limited local and state funds
- Increases competitiveness in discretionary grant programs
- Supports timely project delivery and obligation of funds
- Enhances financial stability and long-term planning capacity
- Enables a coordinated, system-wide investment approach

### **Grant Projects (2027–2029 STIF Plan)**

- Please review each project carefully
- Project 1 is due April 3, 2026 and I will be requesting approval for this today
- Project 2 is critical as it needed to support the other grants in the future and should also be approved
- All other grants are open for discussion and will ask you to prioritize projects in order of importance
- If you have any projects you wish to consider please do so today and we will see how we might best fit them into our planning process
- Please help prioritize and rank the projects on the accompanying spreadsheet
- Approval of the project is approval for the grant application. Recommendations will be taken to the Board for final approval

### **1. Vehicle Replacement (5339)**

**Timeline:** Application date of April 3, 2026

This project directly advances state of good repair, safety, and service reliability by replacing vehicles that have exceeded their useful life. Aging vehicles are increasingly prone to breakdowns, resulting in service disruptions, increased maintenance costs, and reduced rider confidence—particularly impacting transit-dependent populations in rural communities.

### **Project Scope:**

- Replace 8 vehicles total
  - 4 vehicles in FY 2028
  - 4 vehicles in FY 2029
- Estimated cost: \$200,000 per vehicle (\$1.6 million total)
  - 5339 \$1,280,000
  - STIF \$ 320,000

**Project Outcomes:**

- Improve safety and reliability of service delivery
- Reduce long-term operating and maintenance costs
- Ensure continuity of essential transit services
- Enhance on-time performance and operational efficiency
- Support equitable access to transportation

**Readiness:**

This project is **implementation-ready**, with defined vehicle replacement schedules and established procurement processes, ensuring timely obligation of funds. State contracts will be used to develop RFP and vehicles procurement.

**2. Transit Planning (5304)**

**Timeline:** FY 2027

Updating the agency’s Transit Development Plan is critical for regulatory compliance, strategic alignment, and future funding eligibility. The current plan expired in 2025, creating a gap in long-term system planning and reducing competitiveness for state and federal funding.

**Project Scope:**

- Contract for development of a new five-year Transit Plan
- Funding anticipated through Section 5304 (100% federal funding; no local match required)
- Estimated cost is \$90,000 and is expected to be fully covered by the 5304 grant.

**Project Outcomes:**

- Establish a data-driven roadmap for service and capital investments
- Incorporate community engagement and equity-focused outreach
- Align with statewide transportation and climate goals
- Identify cost-effective service and mobility strategies
- Improve competitiveness for future ODOT and STIF funding

**Strategic Value:**

This project serves as a multiplier, strengthening all future grant applications through improved coordination, planning, and alignment.

**3. Technology Investments cyber security (State Funding)**

**Timeline:** FY 2027–2029

Technology investments are essential to support safety, cybersecurity, and operational efficiency. Current systems are outdated or non-existent and the district is increasingly vulnerable to cybersecurity threats. State grants may be available for agency cybersecurity.

**Project Scope:**

- Cybersecurity improvements: \$60,000 (no match required\*)

\*may require match if grant application not successful and other funds are needed.

**Project Outcomes:**

- Strengthen cybersecurity resilience and data protection
- Improve financial reporting accuracy and transparency
- Support regulatory compliance and risk management

**Alignment:**

This project supports district and ODOT priorities for modernization, system reliability, and risk mitigation.

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**4. Technology Investments IT updates (STIF / Federal Funding)**

**Timeline:** FY 2027–2029

Technology investments are essential to support safety, cybersecurity, operational efficiency, and financial accountability. Existing systems are outdated and increasingly vulnerable to cybersecurity threats.

**Project Scope:**

- IT systems upgrades and enhancements: \$80,000
  - 5310/5311 \$54,000
  - STIF \$26,000
- Outdate computers and operating systems are no longer supported and past their useful life. These systems are inefficient, prone to break down and pose a cybersecurity risk.

**Project Outcomes:**

- Strengthen cybersecurity resilience and data protection
- Improve financial reporting accuracy and transparency
- Enable data-driven decision-making
- Increase operational efficiency and service quality
- Support regulatory compliance and risk management

**Alignment:**

This project supports district and ODOT priorities for modernization, system reliability, and risk mitigation.

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**5. Facilities Maintenance 5339**

**Timeline:** FY 2027–2029 (Deferred)

This project addresses critical deferred maintenance and supports long-term asset preservation and operational continuity. Facility roofs and key infrastructure are at or beyond useful life, creating risks to operations and safety.

**Project Scope:**

- Roof replacements and critical infrastructure repairs across facilities (deferred amount estimated at \$200,000.)
- No time to apply for in FY 2027. Next round of 5339 funding will apply.

**Project Outcomes:**

- Protect public infrastructure investments
- Reduce emergency repair costs and service disruptions
- Improve workplace safety
- Advance state of good repair

**Status:**

Due to compressed grant timelines and current capacity constraints, this project will be deferred to the next funding cycle, while remaining a high priority. Estimated Cost \$200,000.

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**6. Non-Revenue Vehicle Replacement**

This project will replace two non-revenue vehicles that are over 20 years old and have exceeded their useful life.

**Project Scope:**

- Cost for new vehicles \$60,000
- \$10,000 (STIF)
- \$18,000 (5211)
- \$32,000 (5210)

**Project Outcomes:**

- Improve employee safety and operational support functions
  - Ensure reliable maintenance and service operations
  - Advance state of good repair
  - Enhance employee satisfaction
- 

**7. Radio / Communications Systems**

Investment in communications infrastructure will improve operational coordination, safety, and emergency response capabilities.

**Project Scope:**

- Cost for new radio system \$50,000
- \$10,000 (STIF)

- \$30,000 (5211)
- \$10,000 (5210)

**Project Outcomes:**

- Enhance real-time communication between drivers and dispatch
  - Improve incident response and safety management
  - Increase system reliability and operational efficiency
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**8. Passenger Amenities (Shelters, Signage, Fare Equipment)**

This project improves the customer experience, accessibility, and usability of the transit system.

**Project Scope:**

- Cost for new amenities including shelters, signage, benches, trash cans, wayfinding, etc.. Including upgrading and repairing existing infrastructure.
- Project Cost \$100,000
- STIF \$20,000
- 5210 \$80,000

**Project Outcomes:**

- Increase customer comfort, safety and accessibility
  - Increase ridership
  - Enhance community perception and access
- 

**9. Mobility Services**

Mobility investments expand access to essential services and transportation options, particularly for underserved populations. Mobility center enhancements will improve training and access for clients.

**Project Scope:**

- Cost for mobility center equipment \$50,000
- \$10,000 (STIF)
- \$40,000 (5211)

**Project Outcomes:**

- Increase access to healthcare, employment, and education
  - Support transit-dependent populations
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**10. Microtransit**

Microtransit provides flexible, demand-responsive service to improve coverage and efficiency in low-density or underserved areas.

**Project Scope:**

- Cost for microtransit pilot \$100,000

- \$20,000 (STIF)
- \$40,000 (5211)
- \$40,000 (5210)

**Project Outcomes:**

- Expand service coverage in rural and low-demand areas
- Improve cost-effectiveness of service delivery
- Reduce barriers to transportation access

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**11. Rural Veterans Health Care Transportation (RVHCT)**

This program supports transportation access for veterans traveling to medical appointments and essential services.

**Project Scope:**

- Cost \$50,000
  - ODOT \$40,000
  - Providence Medical Center \$10,000
- Already applied for grant.

**Project Outcomes:**

- Improve healthcare access for veterans
- Reduce transportation barriers for a vulnerable population
- Strengthen community partnerships and targeted service delivery

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**Overall Positioning for ODOT/STIF**

These priorities collectively emphasize:

- Equity and access for transit-dependent populations
- Safety and state of good repair
- Project readiness and deliverability
- Strategic use of funds with minimal match where available
- Long-term system sustainability and modernization

Rank	SETD Projects 2027-2029	Project	ODOT	ODOT	FED	FED	FED	State	Grants Total	Total
		Est. Cost	STIF	5304	5211	5210	5339	Cyber		Local
	Replacement Buses	\$1,600,000	\$320,000				\$1,280,000		\$1,600,000	\$0
	Transit Plan	\$90,000	\$18,000	\$72,000					\$90,000	\$0
	Cyber Security	\$60,000						\$50,000	\$50,000	\$10,000
	IT/Computers	\$80,000	\$16,000		\$32,000	\$32,000			\$80,000	\$0
	Facilities Deferred maintenance	\$200,000	\$40,000		\$60,000		\$100,000		\$200,000	\$0
	Non Rev Vehicles	\$60,000	\$10,000		\$32,000	\$18,000			\$60,000	\$0
	Radio	\$50,000	\$10,000		\$30,000	\$10,000			\$50,000	\$0
	Passenger Infrastructure (amenities)	\$100,000	\$20,000		\$80,000				\$100,000	\$0
	Mobility Mod.	\$50,000	\$10,000			\$40,000			\$50,000	\$0
	Microtransit pilot	\$100,000	\$20,000		\$40,000	\$40,000			\$100,000	\$0
	Rural Veterans Health Care	\$50,000								\$10,000
	Total project cost	\$2,440,000	\$464,000	\$72,000	\$274,000	\$140,000	\$1,380,000	\$50,000	\$2,380,000	\$20,000