

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

Benton County
Coast To Valley Expansion - Benton County

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EIN 93-6002285

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Provider Information

1. Transit Agency Type

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

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

- Fixed Route
- Demand Response
- Deviated Fixed Route

Risk Assessment Information

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

3. Did your agency have any turnover of management or financial staff in the last 2 years?

- Yes
- No

4. Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?

- Yes
- No

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

- Manual
- Automated
- Combined

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

- Yes
- No

7. Did your staff members attend required training and meetings during prior grant awards?

- Yes
- No

8. Was your agency audited by the Federal government in the past 2 years?

- Yes
- No

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

- Yes
- No
- N/A

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

- Yes
- No

Applicant Qualifications

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

Enter response in text box or upload your response on the Document Upload tab of the application and write "See Upload."

Benton County is an experienced grant management agency, and has successfully managed over \$4,000,000 in grants during the past five years. Projects have been completed on time and within budget. State, Federal and local reviews/audits are performed on the County and/or the Transportation program annually to ensure compliance. If observations arise they are corrected in a timely manner. Benton County has the benefit of County Legal Counsel, Finance, Personnel, IT Motor Fleet, and other departments, as needed, to assist in legal and managerial issues if needed. Benton County has adequate staffing to cover the operational capacity and workload of the projects in this application. Our contract transit provider, Dial a Bus, will be hiring additional bus drivers to cover the needs of this proposed project to ensure adequate coverage of the enhanced bus service.

12. Capacity to Maintain Compliance

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

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

- Yes
 No

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

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

Benton County uses a contract non-profit agency, Dial a Bus, Inc., for transit service provision. Dial a Bus has been operating in the County for over 32 years, and is currently the service provider for the existing Coast to Valley Express service. The County closely manages the contractor, who is selected through an RFP process. Management is provided through the City of Corvallis Transportation Unit, County Public Works Department, and County Finance. There is a long-established close collaborative relationship between the County and the provider which has worked effectively on many grant-funded programs.

Project Information

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

15. Describe the project to be funded.

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

Lincoln and Benton Counties co-operate the Coast to Valley Express Route, connecting Newport to Albany/Corvallis seven days per week. Each agency provides two round trips per day. This project will double service while providing enhanced connectivity to the Albany Amtrak station. Further, this service would consolidate the current Amtrak Connector service and the Coast to Valley Express. Lincoln and Benton Counties anticipate greater ridership by commuters and recreators, as this service would interline with Amtrak trains arriving at the Albany Station. The service travels along U.S. Highway 20, making connections in Albany, Corvallis, Philomath, Eddyville, Toledo, and Newport. The Coast to Valley Express serves passengers accessing medical facilities, job training, shopping, recreation, and educational opportunities. The service is also marketed to visitors through the North by Northwest Connector Alliance. The service operates seven days a week from 6:20 a.m. to 7:30 p.m., with four round trips per day. The fare for cross-county trips is \$10.00 each way, or \$7.00 for adults 60 years or older, youth under 12, and persons with disabilities. Short duration trips, e.g. for Philomath to Corvallis, are \$1.00. All buses are ADA accessible and include a wheelchair lift, two on-board wheelchair securement spaces, and capacity for two bicycles. This proposal would double the service described above.

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

See guidance for exemptions to this requirement.

The Benton County Transportation System Plan - Public Transit Capital Projects.

The Benton County Coordinated Human Service - Public Transportation Plan.

The Benton County 10-Factor Equity Analysis approved by the BC STIF Advisory Committee

Patrick Please Note: copies of these documents will be sent by separate email to you by Lisa Scherf or Cathy Williams. Since Lee is officially retired now, I do not have access to my work files in order to upload the files directly to this application - thanks.

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

Enter an amount in dollars.

\$419,036

18. Select the fund source(s) that you think best aligns with your application.

Check all that apply

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

Equity and Public Transportation Service to Low Income Households

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

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

To support Benton County's low income household definition for the County's STIF Plan, the County created a 10-Factor Equity Analysis modeled after TriMet's adopted 10-factor analysis. It shows the County has 39% of households with 200% or less of the FPL, and very high indexes on other vulnerability indexes. Some travel corridors are significantly higher in the 10-Factor Analysis database. One of those corridors of high vulnerable populations is the Highway 20 corridor, specifically between Philomath and Toledo that includes many elderly, low income and disabled persons. Doubling services to these vulnerable populations will provide greater opportunity to schedule medical appointments and provide essential access to commercial destinations not available on the coast. This service would also increase inter-regional travel opportunities with additional connections to Amtrak.

Coordination of Public Transportation Services

(Score weights: Discretionary = 10%, STIF = 30%)

20. Describe how the project is a collaboration of multiple agencies or involves consolidation, coordination, or resource sharing between agencies.

Lincoln and Benton Counties co-operate the Coast to Valley Express Route, connecting Newport to Albany/Corvallis seven days per week. Each agency provides two round trips per day. This project will double service while providing enhanced connectivity to the Albany Amtrak station. This project is a continuation of the partnership between Lincoln and Benton Counties. Further investment of the service described herein will strengthen our collaborative relationship as each county becomes more vested in the service. Moreover, the CTV Express is a component of the five-County Northwest Connector Alliance serving the entire northwestern section of Oregon, a multiple-award-winning collaborative regional transit network.

Statewide Transit Network

(Score weights: Discretionary = 10%, STIF = 30%)

21. Describe how the project supports and improves the utility of the statewide transit network, improves the passenger experience, benefits multiple transit providers, and/or creates a foundation for future statewide transit network improvements.

Describe how the project supports and improves the utility of the statewide transit network, improves the passenger experience, benefits multiple transit providers, and/or creates a foundation for future statewide transit network improvements.

As part of the Northwest Connector, BC coordinates schedules with LCTSD for stops in Toledo, Newport, and HMSC/NOAA and from the Newport hub, to LCTSD routes south to Yachats and north to Lincoln City, where it connects to the TCTD Coastal Connector route from Lincoln City to Spirit Mountain and Salem (TCTD Route 6).

In the mid-Willamette Valley the enhanced Coast to Valley Express service would provide more frequent connections to Corvallis Area Transit, Linn Benton Loop, Albany Transit, The Linn Shuttle and passenger rail service. Two of the trips to Albany Amtrak Station would interline with Amtrak trains going north and south.

More frequent service will improve the passenger experience by offering better connections to local and regional transit services.

The Linn-Benton Loop could also benefit from this service enhancement because more frequent service on Highway 20 would allow the Linn-Benton Loop to run exclusively on Highway 34 where greater efficiencies can be realized. The connections to other regional providers described above also applies to statewide transit networks that could be implemented in the future. For example, future service on Highway 99 W could connect transit services operating between the Willamette Valley and the Oregon Coast along Highway 20, Highway 22 and Highway 126W.

Funding and Strategic Investment

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

22. Describe how project match requirements will be met or exceeded. If this project will last beyond the 19-21 biennium, describe the plan for ongoing funding including match.

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

This project is consistent with the following provisions found in the application guidance:

-The project will serve an area located outside of a Public Transportation Service Provider's jurisdiction; The project will provide statewide benefits to multiple Public Transportation Service Providers. Meeting this criteria would qualify Lincoln and Benton Counties for 10% match ratio.

Lincoln County intends to sustain this service using the next round of STIF formula funding and local contract & STF revenues.

23. Does this project depend on other funding sources including other discretionary grant processes whose outcomes are uncertain?

If yes, identify the fund source and anticipated timing of funding certainty. If no, write N/A.

No - STIF Formula funds will be used for the primary match, and these funds are already distributed by statewide formula, and the specific project should be approved as part of our BC STIF Plan.

Environmental and Public Health

(Score weights: Discretionary = 15%, STN = 10%)

24. Describe how the project reduces greenhouse gas emissions, reduces pollution, and/or supports positive health outcomes.

It is anticipated that enhanced service would increase ridership since potential riders would have greater access to transit. If trips are shifted from personal vehicles to buses running on an established schedule, all greenhouse gas emissions the personal vehicle would otherwise produce would be eliminated. Similarly, unlike personal vehicles, transit is active transportation, which has been shown to result in positive health outcomes in that it always incorporates walking or biking. This further supports healthy outcomes for our Oregon population.

Safety, Security, and Community Livability

(Score weights: Discretionary = 25%, STN = 10%)

25. Describe how the project increases use and participation in active transportation, including public transportation.

It is anticipated that enhanced transit service along Highway 20 would increase ridership since potential riders would have greater access to transit. If trips are shifted from personal vehicles to buses running on an established schedule, more participation in active transportation would be anticipated. Similarly, unlike personal vehicles, transit is active transportation, which has been shown to result in positive health outcomes in that it always incorporates walking or biking. The CTV Express is very popular with recreational bicyclists and is used for organized bike trips very frequently. This further supports healthy outcomes for our Oregon population.

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

It is anticipated that enhanced transit service along Highway 20 would remove personal vehicle trips from Highway 20. This would reduce congestion, making this Highway Corridor safer for all road users. Public Transit has consistently been proven to be safer overall for passengers than driving a personal vehicle, so it also puts more people into a safer mode of travel.

Capital Assets

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

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

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

One Category C Bus will be needed for each County, because the bi-directional round-trip route plan requires the LCTSD and BC buses to depart and end each day from the opposite ends of the route (i.e one from the coast eastwards, one from the valley westwards) in order to provide consistent service for both valley and coastal residents. (The round trip with one bus would be too long of a headway to be practical or attract ridership.) The current CTV buses are already nearing end of useful life, and will not be serviceable to attempt to double service. Two additional buses are required - one for each county.

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Project Category and Fund Source

Project Category	Project Cost	Other Fund Source (Federal)	Other Fund Source (State)	Other Fund Source (Local)	Other Fund Source (Other)	Project Category Totals
Vehicle Purchase - Expansion	\$ 113,400	\$	\$	\$ 12,600	\$	\$ 126,000
Vehicle Purchase - Replacement or Right-Sizing	\$	\$	\$	\$	\$	\$ 0
Equipment Purchase	\$	\$	\$	\$	\$	\$ 0
Facility Purchase	\$	\$	\$	\$	\$	\$ 0
Signs/Shelters Purchase	\$	\$	\$	\$	\$	\$ 0
Planning	\$ 6,000	\$	\$	\$ 600	\$	\$ 6,600
Project Administration	\$ 48,400	\$	\$	\$ 4,840	\$	\$ 53,240
Operating	\$ 198,360	\$	\$	\$ 19,836	\$	\$ 218,196
Preventive Maintenance	\$ 13,500	\$	\$	\$ 1,500	\$	\$ 15,000
Mobility Management	\$	\$	\$	\$	\$	\$ 0
Total	\$ 379,660	\$ 0	\$ 0	\$ 39,376	\$ 0	\$419,036

Project Totals and Match Rate

Fund Source	Total Project Amount (Grant Amount + Match Amount)	Match Rate	Grant Amount	Match Amount	Match Sources	Overmatch Amount (If Any)	Match Funding is available if project is awarded?	Date match available	% of Funds used for Demand Response Transportation	% of Funds used for Fixed Route Transportation
STIF Discretionary - All Project Categories (20% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %
STIF Discretionary - All Project Categories, Qualified Projects (10% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %
STIF Intercommunity Discretionary - All Project Categories (20% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %
STIF Intercommunity Discretionary - All Project Categories, Qualified Projects (10% Match)	\$ 419,036	10 %	\$ 377,132	\$ 41,904	STIF Formula \$ Text	\$	Yes Yes/No	11/01/19 xx/xx/xxxx	0 %	100 %
5311 (f) Intercity - Operating (50% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %
5311 (f) Intercity - Capital, Planning, Project Administration, Preventive Maintenance, Mobility Management (20% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %

Vehicle Purchase

Vehicle Purchase	Vehicle Purchase Type	VIN of vehicle being replaced	Make	Model	Vehicle Category	Quantity	Unit Cost	Total Cost	Seats	ADA Stations	Seats w/ADA Stations Deployed	Fuel Type	Estimated Order Date	Estimated Delivery Date	Mileage	Date of Reading	Seller	Vehicle Condition
Vehicle	Expansion	Only	TBD	TBD	C Select	1 #	\$	\$	20-22	2 #	22-24 #	Gas	07/15/2019	03/1/2020	Only	Only	Only	Only

Purchase 1	Expansion/Replacement	answer if replacing vehicle	Text	Text	Select Letter (A-E)	126,000	126,000	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	answer if purchasing used vehicle	answer if purchasing used vehicle	answer if purchasing used vehicle	answer if purchasing used vehicle	
Vehcle Purchase 2	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle			
Vehcle Purchase 3	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle			
Vehcle Purchase 4	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle			
Vehcle Purchase 5	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle			
Vehcle Purchase 6	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle			
Vehcle Purchase 7	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle			
Vehcle Purchase 8	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle			
Vehcle Purchase 9	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle			
Vehcle Purchase 10	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle			

Vehicle Replacement Information

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

Equipment, Bus Stop Amenities, and Other Assets

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

Document Upload [top](#)

Documents Requested *
 Document 1
 Document 2

Required? **Attached Documents ***

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

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