

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

## Oregon State University GTFS-ride: Implementation and Extension of the Transit Ridership Standard

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**Project Contact**

**J. David Porter**

[david.porter@oregonstate.edu](mailto:david.porter@oregonstate.edu)

Tel: 541-737-2446

**Additional Contacts**

[carletop@oregonstate.edu](mailto:carletop@oregonstate.edu)

**Oregon State University**

Office of Sponsored Research and Award Administration  
312 Kerr Administration Building  
Corvallis, OR 97331-2140

Telephone 541-737-4933  
Fax 541-737-3093  
Web <https://oregonstate.edu/>  
EIN 61-1730890

**Assistant Vice President for Research, Sponsored  
Research and Award Administration**

Patricia Hawk

[Patricia.Hawk@oregonstate.edu](mailto:Patricia.Hawk@oregonstate.edu)

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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."

Dr. J. David Porter, the Principal Investigator (PI) in this project, has a long history of collaboration with the Oregon Department of Transportation (ODOT) having successfully completed 17 research projects for the agency since 2002. Dr. Porter has had either sole or shared responsibility in managing the scope and budget of these 17 research projects, always performing within the agreed upon schedule and budget.

As a research faculty employed by Oregon State University (OSU), Dr. Porter will have the support of robust and proven legal and accounting systems while completing the scope of work. More specifically, the School of Mechanical, Industrial, and Manufacturing Engineering (MIME) and the College of Engineering's Business Center will help with the financial reports and invoicing for this project.

**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.

Dr. J. David Porter, Professor at Oregon State University, will be the PI in this project. Trillium Solutions, Inc., will be the main subcontractor in this project. Mr. Aaron Antrim, President and Founder of Trillium, will manage the timely execution of the project tasks supported by the subcontractor and will work closely with Dr. Porter to ensure the timely submission of project reports and deliverables.

As part of the project plan, the PI will enter into sub-agreements with one public transit agency (through an inter-agency agreement) and one software vendor (via a competitive process) to complete a portion of the scope of work. During the selection process, the PI will ensure that these two additional sub-recipients meet the eligibility requirements outlined in the STIF solicitation guidance document before finalizing the sub-agreements.

## 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."

It has long been recognized that the quality of transit planning, operations, and management is directly correlated with the quality and availability of underlying transit network data (Krambeck and Qu, 2015). In public transit, ridership data is critical to service providers because it helps them to understand the utilization of their systems and provides insight into where changes to the network structure (e.g., adding a stop or a route) could result in service improvements. As the positive benefits of large amounts of transit data become more prevalent, it has also become clearer that standardized ridership data holds significant unrealized potential to a wide variety of stakeholders, both within and outside a transit agency.

Recent research conducted by Oregon State University (OSU) indicates that Oregon transit agencies vary widely in their collection approaches and representation of ridership data, and what can be provided is often of limited use due to a high level of aggregation, sparsity, errors, and lack of standardization (Porter, Carleton, Hoover, Fields, 2018). In response to this challenge, ODOT's Rail and Public Transit Division (RPTD) and OSU collaborated on a project to develop a standard to facilitate the collection, storage, sharing, reporting, and analysis of fixed-route ridership data for all Oregon public transit agencies. The main product of this project was a fixed-route transit ridership data standard known as GTFS-ride, whose first version was released in late 2017. With only slightly over a year in existence, GTFS-ride is still in its infancy and additional education, dissemination, and implementation efforts are needed to achieve its widespread use.

This project pursues two objectives. First, it aims at completing the first full implementation of GTFS-ride by an Oregon transit agency. Second, it will look beyond fixed-route transit to other transportation modes. The anticipated timeline for the project is 18 months. The project scope includes the execution of the following tasks:

- Identify up to three candidate transit providers to implement GTFS-ride.
- Select software vendor to support the implementation of GTFS-ride.
- Implement GTFS-ride at the selected transit agency.
- Improve open source software tools to consume and visualize GTFS-ride data and explore potential improvements to NTD reporting.
- Continue engagement with consortium of external partners to disseminate adoption of GTFS-ride standard.
- Prepare final report.

The main partner in this project is Trillium Solutions, Inc. An Oregon transit agency and a software vendor will be added as partners upon receiving funding. The main deliverables will be the first successful implementation of GTFS-ride and improved open source software tools to consume and visualize GTFS-ride data. Potential improvements to NTD reporting will also be documented.

The results of this project have the potential of streamlining progress in the standardization of ridership data practices in Oregon, as well as fostering the growth in the statewide availability, quality, and resolution of these data. The main consequence of this project not receiving funding will be that Oregon transit agencies will continue to operate custom and/or internally developed systems for collecting and analyzing ridership data, thus wasting lots of time and money and preventing these entities and ODOT from achieving full utilization of ridership data.

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

See guidance for exemptions to this requirement.

Per the instructions in the STIF solicitation guidance document, this project is exempt from providing Local Plan information.

This project, however, will provide statewide benefits to multiple Public Transportation Service Providers and, as a result, to the Oregon Department of Transportation (ODOT), by capitalizing on the untapped opportunity for improvement and growth in the statewide availability, quality, and resolution of useful and standardized ridership data. It is anticipated that ODOT and public transit agencies will save time and resources through data standardization, gaining more information with fewer labor hours or data collection costs.

See Project Proposal Upload for more details.

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

Enter an amount in dollars.

\$455,781. This reduced award amount will require a reduction in the scope of the project tasks.

**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%, STN = 10%)

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

The results of recent prior research conducted by Oregon State University shows that Oregon transit agencies vary widely in their ridership data collection approaches and representation of ridership data, and what can be provided is often of limited use due to a high level of aggregation, sparsity, errors, and lack of standardization (Porter, J.D., Carleton, P., Hoover, S., and B. Fields. Statewide Data Standards to Support Current and Future Strategic Public Transit Investment. Publication FHWA-OR-RD-18-13. FHWA, U.S. Department of Transportation, 2018. [http://www.oregon.gov/ODOT/Programs/ResearchDocuments/SPR\\_803\\_Final\\_Strategic\\_Public\\_Transit\\_Investment.docx.pdf](http://www.oregon.gov/ODOT/Programs/ResearchDocuments/SPR_803_Final_Strategic_Public_Transit_Investment.docx.pdf)). In public transit, ridership data is critical to service providers because it allows them to understand the utilization of their systems and services, as well as providing insight into where changes to the structure of their network (e.g., adding or removing a stop or a route) could result in improved services.

The results of this project will facilitate the generation of more accurate, consistent, and complete ridership datasets, which in turn, should enable more accurate transit equity studies that will reveal how a transit agency can better serve vulnerable populations. For example, with accurate, spatially, and temporally disaggregated (i.e., hourly, stop-level) ridership data, the estimated demographic data currently used as a proxy for potential demand becomes less important.

### Coordination of Public Transportation Services

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

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

This project involves collaboration with a single transit agency. However, the successful implementation of GTFS-ride with this partner and the development and improvement of software tools that facilitate the consumption of ridership data compliant with GTFS-ride will set a solid foundation to create a domino effect involving many other Oregon transit agencies and, very likely, the US.

Research conducted by OSU also revealed that the large majority of Oregon transit agencies operate custom and/or internally developed systems for collecting, storing, and analyzing ridership and related data. The results of this project could also enable better coordination among transit agencies via the use of common tools and processes to manage and analyze ridership data, thus eliminating the need to re-invent the same things at each agency.

### Statewide Transit Network

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

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

The biggest contribution of this project to this focus area will be on "Improving how public transportation agencies, planners, researchers, and application developers understand, use, plan for, and improve the Statewide Transit Network using standardized data." Prior research conducted by Oregon State University revealed that the large majority of Oregon transit agencies operate custom and/or internally developed systems for collecting, storing, and analyzing ridership and related data (Porter, J.D., Carleton, P., Hoover, S., and B. Fields. Statewide Data Standards to Support Current and Future Strategic Public Transit Investment. Publication FHWA-OR-RD-18-13, FHWA, U.S. Department of Transportation, 2018. [http://www.oregon.gov/ODOT/Programs/ResearchDocuments/SPR\\_803\\_Final Strategic Public Transit Investment.docx.pdf](http://www.oregon.gov/ODOT/Programs/ResearchDocuments/SPR_803_Final Strategic Public Transit Investment.docx.pdf)). Transit agencies that use software tools in support of these activities are typically forced to adapt their data processing practices to the software tools instead of the other way around, which wastes lots of time and money and prevents agencies from achieving full utilization of ridership data to understand service efficiency, productivity, and equity dimensions.

With more abundant and standardized ridership data, many new analyses could become available to government agencies and researchers with the richly detailed data inputs provided by GTFS-ride. While transit demand has traditionally been based on elements such as land use data, population demographics, and transit network characteristics, GTFS-ride also affords the opportunity to validate and update these models by providing access to standardized historical ridership data. Finally, GTFS-ride has the potential to simplify the processes needed to organize ridership data when reporting to the NTD. Ultimately, these benefits should enable public transit agencies to become more efficient and more effective at providing the mobility services that their riders want and need.

### Funding and Strategic Investment

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

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

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

The main motivation to invest in this project is the current state of transit data in the State of Oregon. As stated before, Oregon transit agencies vary widely in their ridership data collection approaches and representation of ridership data, and what can be provided is often of limited use due to a high level of aggregation, sparsity, errors, and lack of standardization. Investment in this project will provide a unified, statewide framework for ridership data collection and analysis that will streamline progress in the field and will capitalize on the untapped opportunity for improvement and growth in the statewide availability, quality, and resolution of useful and standardized ridership data now and in the future.

The matching cost requirements will be met via the PI's salary, fringe, and associated indirect costs. The project will not extend beyond the 19-21 biennium.

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

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

N/A.

### Environmental and Public Health

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

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

Transit agencies that are better informed (through more accurate ridership data) about how their services are consumed and how they benefit their users can make more meaningful improvements to their systems. In addition, more accurate ridership data will improve ODOT's capacity to target and distribute funds more effectively. System improvement may include an increase in service hours, adding transit stops, and expanding route coverage. As ODOT's MOSAIC program illustrates, these types of transit service improvements "...encourage a mode shift away from single occupancy vehicles, they can also reduce vehicle miles traveled (VMT) and the associated air and greenhouse gas (GHG) emissions, and increase physical activity and quality of life." The result of these changes is a "reduction in the emission of criteria air pollutants and GHG that are harmful to the environment and human health by encouraging shifts to more sustainable modes." (<https://www.oregon.gov/ODOT/Planning/Documents/Mosaic-Improve-Transit-Service.pdf>).

### 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.

Prior research has shown the many possibilities for creating compelling and informative visualizations of transit data (including ridership) which have the potential to be of great value in communicating the positive benefits of transit services to entities external to a transit agency, such as transportation planners, marketing professionals, lawmakers, and the public in general (Stewart, C., Diab, E., Bertini, R. and A. El-Genedy. Perspectives on Transit: Potential Benefits of Visualizing Transit Data. Transportation Research Record: Journal of the Transportation Research Board, 2016. No. 2544. pp. 90-101. <http://dx.doi.org/10.3141/2544-11>). This project intends to improve a suite of already existing open source software tools and the development of new software tools to support the consumption and visualization of GTFS-ride data. These tools will aid decision-makers in improving their transit services to increase access to/from transit.

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

To the extent that access to standardized ridership data improves the function and attractiveness of transit, and motivates riders to move from other motorized modes to transit, those new transit users will be safer.

### 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. No capital assets will be procured in this project.

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

#### Project Category and Fund Source

Project Category	Project Cost	Other Fund Source (Federal)	Other Fund Source (State)	Other Fund Source (Local)	Other Fund Source (Other)	Project Category Totals
Vehicle Purchase - Expansion	\$	\$	\$	\$	\$	\$ 0
Vehicle Purchase - Replacement or Right-Sizing	\$	\$	\$	\$	\$	\$ 0
Equipment Purchase	\$	\$	\$	\$	\$	\$ 0
Facility Purchase	\$	\$	\$	\$	\$	\$ 0
Signs/Shelters Purchase	\$	\$	\$	\$	\$	\$ 0
Planning	\$	\$	\$	\$	\$	\$ 0
Project Administration	\$ 530,781	\$	\$ 132,695	\$	\$	\$ 663,476
Operating	\$	\$	\$	\$	\$	\$ 0
Preventive Maintenance	\$	\$	\$	\$	\$	\$ 0

Mobility Management	\$	\$	\$	\$	\$	\$ 0
<b>Total</b>	<b>\$ 530,781</b>	<b>\$ 0</b>	<b>\$ 132,695</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 663,476</b>

### Project Totals and Match Rate

Fund Source	Total Project Amount (Grant Amount + Match Amount)	Match Rate	Grant Amount	Match Amount	Match Sources	Overmatch Amount (If Any)	Match Funding is available if project is awarded?	Date match available	% of Funds used for Demand Response Transportation	% of Funds used for Fixed Route Transportation
STIF Discretionary - All Project Categories (20% Match)	\$ 663,476	20 %	\$ 530,781	\$ 132,695	PI's salary and fringe. Text	\$ 0	Yes Yes/No	11/01/2019 xx/xx/xxxx	0 %	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)	\$ 663,476	20 %	\$ 530,781	\$ 132,695	PI's salary and fringe. Text	\$	Yes Yes/No	11/01/2019 xx/xx/xxxx	0 %	100 %
STIF Intercommunity Discretionary - All Project Categories, Qualified Projects (10% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %
5311 (f) Intercity - Operating (50% Match)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	100 %
5311 (f) Intercity - Capital, Planning, Project Administration, Preventive Maintenance, Mobility Management (20% Match)	\$ 663,476	20 %	\$ 530,781	\$ 132,695	PI's salary and fringe. Text	\$	Yes Yes/No	11/01/2019 xx/xx/xxxx	0 %	100 %

### Vehicle Purchase

Vehicle Purchase	Vehicle Purchase Type	VIN of vehicle being replaced	Make	Model	Vehicle Category	Quantity	Unit Cost	Total Cost	Seats	ADA Stations	Seats w/ADA Stations Deployed	Fuel Type	Estimated Order Date	Estimated Delivery Date	Mileage	Date of Reading	Seller	Vehicle Condition
Vehicle Purchase 1	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle			
Vehicle Purchase 2	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle			
Vehicle Purchase 3	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle			
Vehicle Purchase 4	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle			
Vehicle Purchase 5	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle			
Vehicle Purchase 6	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle			
Vehicle Purchase 7	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle			
Vehicle Purchase 8	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle			
Vehicle Purchase 9	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle			
Vehicle Purchase 10	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	\$	\$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle			

### 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 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 2	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 3	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 4	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.

Vehicle Replaced 5	xxxx	Text	Text	Select 17 Letter (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 17 Letter (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 17 Letter (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 17 Letter (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 17 Letter (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 17 Letter (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
- Document 3
- Document 4
- Document 5
- Document 6
- Document 7
- Document 8
- Document 9
- Document 10

Required?

**Attached Documents \***

- [Project Proposal](#)
- [Supporting evidence of OSU as Public Corporation](#)

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

Application ID: 133682

