

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

City of Albany dba Linn-Benton Loop Linn-Benton Loop Expansion Bus

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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. Keefe@odot.state.or.us](mailto:Andrew.S.Keefe@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."

The City of Albany, dba Linn-Benton Loop, has been a Public Transportation Service Provider in Oregon for over 35 years and is eligible to be a Recipient of STF Discretionary Fund and STF Intercommunity Discretionary Fund moneys. The City of Albany is eligible to enter into State and Federal agreements. The Federal Transit Administration has recently conducted a triennial review of Albany's transit programs and had no findings related to the legal, managerial and operational capacity to perform public transportation projects. The city of Albany will perform the projects within the agreed schedule. The city of Albany has not been debarred or suspended from receiving federal grants. The City of Albany has maintained compliance with federal, state and local laws and regulations including, and not limited to, those pertaining to passenger transportation, civil rights, labor, insurance, safety and health, as applicable. The city of Albany complies with applicable laws, rules, and the policies of the STF grant fund; the City of Albany is prepared to properly use STF moneys; and perform the project in a safe, prudent and timely manner.

The Linn-Benton Loop administrative and public engagement functions are supported by the Oregon Cascades West Council of Governments (OCWCOG), which houses and staffs two Metropolitan Planning Organizations in the region. OCWCOG staff will continue to support the Linn-Benton Loop Governing Board and Technical Advisory Committee, and will assist implementing the Linn-Benton Loop Service Enhancement Plan.

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 STF 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.
N/A

Project Information

Try to answer all questions, even if your project does not fit clearly 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."

The Linn-Benton Loop Expansion Bus project provides one 40-foot transit vehicle to support the Phase 2 service expansion identified for the year 2021 in the Linn-Benton Loop Service Enhancement Plan (Plan), as described below. Phase 2 restructures the Loop from two one-way routes into three bi-directional routes between Albany and Corvallis.

The Linn-Benton Loop is an innovative transit service providing reliable, affordable connections between Albany and Corvallis since 1980, today serving over 110,000 rides annually. The key partners and funders today include Corvallis Area Metropolitan Planning Organization, Albany Area Metropolitan Planning Organization, Benton County, Linn County, Linn-Benton Community College (LBCC), Oregon State University (OSU) and the Oregon Department of Transportation (ODOT). Good Samaritan Health Services and Hewlett-Packard also contribute funds to support employee travel.

The Loop offers connections with other services at the Albany Station, LBCC, Corvallis Downtown Transit Center, and OSU, but does not compete with or overlap other transit services. The Loop's regional focus, limited number of stops and schedule changes throughout the day results in it serving different markets when compared to the Albany Transit System (ATS) services.

The Plan describes the Loop's vision to continue a robust regional service connecting Albany and Corvallis, providing reliable service for commuters, university students, and people making intercity connections at Albany Station. The vehicle will be fully ADA-compliant, accommodate security cameras, mobile data terminals and GPS technology, and include wraps with the latest logos and branding.

The Plan describes a 10-year vision for the next generation of the Loop, including three routes emerging from today's one-way loops that only operate during peak periods and one bi-directional connection:

- Regional: weekday and Saturday service between OSU/Corvallis Downtown Transit Center, LBCC and Albany Station via Highway 34 and 99E
- Campus Connector: weekday service between OSU/ Corvallis Downtown Transit Center and LBCC via Highway 34
- Highway 20 Commuter: weekday peak-hour service between OSU/ Corvallis Downtown Transit Center and Albany Station via US-20

The Plan will be implemented in four phases. The phases are generally aligned with Oregon transit funding biennia. Each phase includes vehicle purchases for the subsequent phase, such that vehicles are fully available ready to implement new services.

The vehicle that would be funded by this project is a necessary component for Phase 2 of the Plan (to be adopted in March 2019). This phase of implementation includes extended service hours (until 9 pm), all-day hourly service between the core markets at Oregon State University and Linn-Benton Community College and restructures the service from two one-way loops into three bi-directional routes. This restructuring will allow operating resources to be matched to the areas of highest demand. The routes will serve locations where the Loop operates today, with double the number of trips between the core markets. The routes will reduce passenger crowding, improve service clarity, and allow for greater flexibility as the partners look to long-term changes and service needs.

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

See guidance for exemptions to this requirement.

* Loop Service Enhancement Plan | Linn Benton Loop Commission | March 2019 | <https://loop.cityofalbany.net/governance> | (Pages TBD) |

The Linn-Benton Loop Expansion Bus project is included in the Loop Service Enhancement Plan, to adopted by the Linn-Benton Loop Commission in March 2019.

The Linn-Benton Loop Board of Commissioners and the Technical Advisory Committee created a Service Enhancement Plan between July 2018 and March 2019 better understand rider needs, funding opportunities between two STF Qualified Entities, and work with partners to identify services to best meet future needs.

The Plan emerged from several transportation plans completed in the recent past. These plans referred to the Loop's historical performance, needs identified by stakeholders through public surveys and stakeholder interviews, and potential solutions or concepts for the Loop and partners. The other plans include:

* Linn-Benton-Lincoln County Coordinated Plans – Regional Chapter | Benton County, Lincoln County, Linn County Boards | 2017-2018

Each of the three counties, in cooperation with ODOT and the Association of Oregon Counties, updated their Coordinated Public Transportation-Human Services Plans (Coordinated Plans) in 2017 and 2018. The project included a special chapter to review regional travel needs and coordination.

* Corvallis Transit Development Plan and Transportation System Plan | City of Corvallis | 2018

The Corvallis Transit Development Plan considered regional transit service in relation to local routes, and how the services would interact and support the other.

* Albany Transit Development Plan and Transportation System Plan | Albany Area Metropolitan Planning Organization | 2018

The Albany Area Transit Development Plan considered the Linn-Benton Loop connections in Albany, and how the service could evolve to address both regional and local transportation needs. Albany Transit System, as the Loop operator, considered Loop transit service expansions in its capacity assessment and phasing plans.

* Benton County Transportation System Plan | Benton County | 2018

The Benton County Transportation System Plan considered regional transit service in relation to countywide travel demands, and how transit services can support these needs. The projects included inter-county travel needs that would support and build from the Linn-Benton Loop.

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

Enter an amount in dollars.

N/A

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

Check all that apply

- STF Discretionary
 STF 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 Linn-Benton Loop Bus Expansion project will support continued services on the Loop that provide a significant mobility resource for vulnerable populations. Low income households earning less than 200% of the federal poverty level, in particular, are an important population the Loop Commission aims to serve – both geographically and by keeping fares low.

Census data shows low income households increasing across the region: about 40% of households in Albany, and 44% in Corvallis, earn less than 200% of the federal poverty level. Linn and Benton Counties experienced an approximately 5% increase in low income households between 2009 and 2016, both with nearly 40% of total households, or about 13,000 low income households in Benton County, and 18,200 in

Linn County. The Loop Service Enhancement Plan included a rider survey showing that 45% of riders had annual household incomes less than \$25,000, and nearly three-quarters (71%) had household incomes below \$50,000.

As noted above, OSU and LBCC students make up a majority of today's Loop ridership (63% according to the 2014 Albany Transit Development Plan). These students ride fareless today due to OSU and LBCC's financial partnership on the Loop routes. Students will continue to be a strong rider market for the Loop, as the student population is steady or increasing, and there are Loop trips over bus capacity today. LBCC staff has also noted that their enrollment increases significantly during economic downturns, and see the Loop as providing critical transportation capacity. OSU and LBCC have a degree partnership program that increased 50% between 2009 and 2016, up to 4,500 students. OSU enrollment has increased steadily, up 20% between 2009 and 2016.

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.

The Loop Bus Expansion project will indirectly support collaboration between multiple agencies and communities, by enabling the partners to meet demand through the Service Enhancement Plan Phase 2. The Plan – and this project application itself – reflect the long-standing and deep collaboration within the Linn-Benton Loop community.

The Loop is guided by its own Board of Commissioners, advised by a regional Technical Advisory Committee (TAC) made up of local transit operating agencies, and operated by the Albany Transit System. The Board includes representatives from each of the government jurisdictions in the region, including representatives from the Metropolitan Planning Organizations (MPOs). The MPOs in turn have representatives from local cities and organizations.

The TAC includes transit managers from each of the regional organizations and transit providers. This group lends detailed expertise in transit management, finance and planning, with the aim to ensure the Loop will continue for the next 40 years. The TAC reviews capital and operating needs of each agency in the region when discretionary funding becomes available, and supports the agency most in need and with the greatest opportunity. This is evident from the letters of support from Linn County, Benton County, and the colleges/universities attached with this application.

Staff and representatives regularly coordinate with connecting transit providers not on the Technical Advisory Committee, such as the Linn Shuttle (Sweet Home), City of Lebanon, Lane Transit District, Cherriots (Salem), and Lincoln County Transit Service Area. Linn and Benton Counties have committed to provide a total of \$600,000 (\$300,000 from each QE) in additional annual operating funding for the Linn-Benton Loop Service Enhancement Plan. The amount reflects expectations from the fully ramped-up allocation amount in (or near) year 2021.

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 Loop Bus Expansion project will support the statewide transit network indirectly by enabling the community to implement the Loop Service Enhancement Plan phase 2, after the vehicle is built and received. As noted above, the Linn Benton Loop is a critical part of the public transportation network connecting Albany and Corvallis, with links between OSU and LBCC that support over 110,000 riders each year.

The Loop also connects with multiple transit providers at Albany station, and at Linn-Benton Community college. Albany Station is considered one of the top three key transit hubs in the state. Connecting transit services include Amtrak, ODOT's POINT, Greyhound, BoltBus, several airport shuttles and other regional routes. The Loop links this station with downtown Corvallis, providing a car-free way to connect for regional travel. The Loop connects with Corvallis Transit System and Albany Transit System in each city. Both of these systems are implementing new service plans in the next four years that will increase service, improve passenger information, and reach new neighborhoods. As a regional system, the Loop ties these highly effective local systems together and creates a truly regional transit network.

The Expansion Bus will support Phase 2 operations, which will double the number of trips between Corvallis and Albany and enhance operational flexibility; a third vehicle allows the service to be restructured into separate routes. This increases the dexterity with which the Linn-Benton Loop can adjust service to demand, including adjusting route alignments or adding frequency to existing service. In this way, the additional bus positions the system and transit network to more efficiently meet demand for future improvements.

Finally, a new bus will improve the passenger experience by providing a top-of-the-line vehicle with the safety, comfort, and technology customers deserve. The new vehicle will be a 40-foot bus, which will allow the Linn-Benton Loop to increase capacity and passenger comfort over the current fleet, which includes 30- and 35-foot vehicles; the service is capacity-constrained when classes get out and a high volume of students needs to travel between the OSU and LBCC campuses to their next classes.

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 requires a one-time 20% match to purchase the service expansion vehicle. The match will be available from the Benton County and Linn County 2019-2021 STIF Plans by May 2019 (half from each County QE). Project partners – including institutions and local organizations – expect to continue their level of financial support for the loop, including match for replacement vehicles, as needed. For the Phase 3 Loop service expansion, partners may look to STIF Formula, local partner funds, and federal funds available through transit providers and the regional MPOs (as available).

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.

Enhancing the regional public transportation network with the Loop presents a great opportunity to reduce single occupancy vehicle trips and the greenhouse gas and particulate matter emissions that come with them. Adding a third bus supports Phase 2 of the Service Enhancement Plan, adding all-day service between Albany Station and Corvallis, and maintaining additional service between LBCC and Corvallis. This will expand the carrying capacity (many trips today are over-capacity), improve reliability, and increase service frequency, creating greater opportunity for people to switch from driving to riding the bus.

Corvallis and Albany have strong local transit and transportation networks that are developing rapidly to provide great local mobility options. The Loop forms an essential connection between them. More than 5,000 people traveled between Albany and Corvallis for work every day in 2015, almost all by private vehicle. The total number of trips is even greater, as there are additional trips for recreation, shopping and education, and the region continues to grow. About 4,500 students at Oregon State University and Linn-Benton Community College are enrolled in a degree partnership program that lets them to take classes at both colleges.

The service enhancements will improve connectivity to Albany Station, where passengers can connect to regional services such as Amtrak, POINT and BoltBus. This connection will make it easier for residents and visitors to travel to Eugene, Salem or Portland without a car, reducing regional greenhouse gas emissions and helping reduce traffic externalities.

If people can rely on a transit system for daily needs, they are more likely to forgo automobile ownership and use transit, bicycling and walking as part of their daily transportation. Transit use can be a key component to supporting public health because it often involves walking to and from bus stops, which increases physical activity.

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.

The Loop Bus Expansion project will support Phase 2 of the Loop Service Enhancement Plan which aims to make the Linn Benton Loop a leading option for people traveling between Albany and Corvallis and provide a service that people are more likely to use. This Phase is intended to increase ridership through the following elements.

*Rider convenience. The vehicle will allow increased service frequency between the two regions. Greater service frequency will mean greater rider convenience, reducing rider barriers by allowing passengers greater flexibility and more available seats. This is expected to increase ridership of the Linn-Benton Loop and encourage people to switch from driving to consistently riding the bus.

* Improved service reliability means people can depend on the service and incorporate more consistent use of transit, bicycling and walking into their daily transportation routines, including possibly forgoing automobile ownership.

*Operational flexibility. A third vehicle allows the service to be restructured into separate routes. This increases the dexterity with which the Linn-Benton Loop can adjust service to demand, including adjusting route alignments or adding frequency to existing service. In this way, the additional bus positions the system and transit network to more efficiently meet demand for future improvements. The Linn Benton Loop can become a leading option for people traveling between the two cities, and provide a service that people are more likely to use.

*Comfort and customer perception. A new, higher-capacity bus also improves passenger comfort and the image of the transit service, which has been shown to increase ridership. New vehicles make transit riders feel valued and shows passengers that the agency is focusing on their well-being. Additionally, the new vehicle will be a 40-foot bus, and this will allow the Linn-Benton Loop to increase capacity and passenger comfort over their current fleet, which includes 30- and 35-foot vehicles. Together with marketing efforts and outreach, a new vehicle improves passenger perception of the agency and helps retain

existing passengers and attract new riders.

*Support for active transportation. As noted above, every transit trip includes walking and/or bicycling on each end of the trip. Attracting additional riders will also improve health outcomes by increasing use of active transportation modes.

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

The agency will purchase a new expansion vehicle to add capacity and maintain the agency's state of good repair. It will improve the agency's fleet by providing a vehicle that is up-to-date with the latest safety and fuel efficiency standards. Currently the Linn-Benton Loop has three vehicles, one of which is a spare. The oldest vehicle is from 2010 in fair condition, and the agency expects replacement will be needed by 2022; another bus from 2014 is in good condition; the newest vehicle is from 2017 in excellent condition.

The expansion vehicle will be a 40-foot bus and will allow the Linn-Benton Loop to increase capacity and passenger comfort over the current fleet, which includes shorter vehicles. The vehicle will be equipped with cameras, trained operators, and a strong asset management plan to ensure the vehicle will operate into the future. The vehicle will be fully compatible with vehicle location and automated vehicle capacity reporting as ATS brings them online.

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 40-foot transit bus, 35 seats, 1 wheelchair lift, 2 wheelchair securement stations, front mounted bicycle rack, farebox, graphic wrap.

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	\$ 352,000	\$	\$ 88,000	\$	\$	\$ 440,000
Vehicle Purchase - Replacement or Right-Sizing	\$	\$	\$	\$	\$	\$ 0
Equipment Purchase	\$	\$	\$	\$	\$	\$ 0
Facility Purchase	\$	\$	\$	\$	\$	\$ 0
Signs/Shelters Purchase	\$	\$	\$	\$	\$	\$ 0
Planning	\$	\$	\$	\$	\$	\$ 0
Project Administration	\$	\$	\$	\$	\$	\$ 0
Operating	\$	\$	\$	\$	\$	\$ 0
Preventive Maintenance	\$	\$	\$	\$	\$	\$ 0
Mobility Management	\$	\$	\$	\$	\$	\$ 0
Total	\$ 352,000	\$ 0	\$ 88,000	\$ 0	\$ 0	\$ 440,000

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)	\$ 440,000	20 %	\$ 88,000	\$ 352,000	STIF Formula Text	\$	Yes Yes/No	07/01/2019 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)	\$	%	\$ 0	\$ 0	Text	\$	Yes/No	xx/xx/xxxx	%	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)	\$	%	\$ 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 Purchase 1	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	1 #	\$ 440,000	\$ 440,000	35 #	2 #	30 #	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if 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 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 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 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 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 used vehicle			

Vehicle Purchase	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	vehicle	vehicle	vehicle	vehicle
7															Only answer if purchasing used vehicle			
8															Only answer if purchasing used vehicle			
9															Only answer if purchasing used vehicle			
10															Only answer if purchasing used vehicle			

Vehicle Replacement Information

Vehicle 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) digits	17	#	#	#	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) digits	17	#	#	#	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) digits	17	#	#	#	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) digits	17	#	#	#	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) digits	17	#	#	#	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) digits	17	#	#	#	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) digits	17	#	#	#	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) digits	17	#	#	#	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) digits	17	#	#	#	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) digits	17	#	#	#	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 *

- [Letter of support 1](#)
- [Letter of Support 2](#)
- [Letter of Support 3](#)
- [Loop Plan 2018 Memo 1](#)
- [Linn-Benton Loop Board Agenda approve plan](#)

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

Application ID: 134653

