

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

**Oregon Cascades West Council of Governments
Providing a Seamless Transit Experience**

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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 (andrew.okeefe@odo.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."

Oregon Cascades West Council of Governments currently has multiple Intergovernmental Agreements (IGAs) with the Oregon Department of Transportation (ODOT). Each IGA is for a different grant or operating agreement, and the specifics of reporting and billing vary. In addition to a regional park and ride analysis and multimodal connectivity grant, OCWCOG serves as the administrative and fiduciary agent for Corvallis Area MPO, Albany Area MPO, and the Linn Benton Loop. Our administrative and finance staff manage all of these contracts with clear communication, project management software, and organization. An organizational chart of our project team is included in Attachment 1.

OCWCOG as a whole manages nearly \$40 million in state and federal contracts, further demonstrating the organization's legal, managerial, and operational capabilities in addition to regular reporting duties.

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.

N/A

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."

This project has a dual focus: (1) to expand and centralize transit services within the region in an effort to reduce the financial and administrative burden on individual agencies, and (2) to better serve public transit riders through development of an online trip planning tool, installation of real-time bus technology, and development of a mobile ticketing application.

OCWCOG currently provides training and eligibility verification for Medicaid transportation providers and clients throughout Lincoln, Benton and Linn Counties. However, these same trainings are not available to many public transit providers that operate in our region. Training and eligibility services are three-fold: driver training, travel training and paratransit eligibility. The COG already offers nationally certified courses to non-emergent medical transportation (NEMT) providers through our Medicaid transportation brokerage, though funding is often not available for local agencies. Seed funding will expand this training to all providers in the region and reduce the administrative burden on individual agencies.

One-on-one travel training, also offered through NEMT, is provided to participants using our brokerage services and is reimbursed through Medicaid. While the travel training class is not currently available to the general public, this funding would allow us to pilot a publicly available service and define long-term funding. Finally, paratransit eligibility qualification paperwork is currently completed by local public transit service providers who are often strained by limited time and resources. As COG already evaluates eligibility for NEMT, we are trained and capable to provide this service. Centralizing this service for the broader region may decrease the need for paratransit use and increase community mobility when used in conjunction with travel training.

The second stage of this project shifts the customer service focus from public transit agencies to public transit riders. Our tri-county region has seven public transit agencies all operating with different fares, schedules, maps, and branding. This stage is also divided into three sub-parts.

The first sub-part involves centralizing route information on a new website, updated weekly with the region's transit schedules and fare information. The second stage involves incorporating real-time bus information for all public transit buses in the tri-county region. Through implementation of on-board GPS equipment and utilization of GTFS (included in the cost of the grant), as well as the back-end management software, Swiftly, riders in the region would have instant access to the real-time location of all buses and routes in Lincoln, Benton and Linn County. The third stage involves development of a mobile ticketing platform that would work across all public transit providers in the region. Available to anyone with a smartphone, the application allows a user to buy a ticket for each system independently, or purchase a regional fare to travel across providers with ease.

With our mission of helping the region's communities collaborate to solve problems and connect needs with opportunities, our hope is to provide the tools to make transportation by non-single occupancy vehicle as easy and seamless as possible. This project will not compete with for-profit providers. If the project is not funded, services will continue to operate independently and connections across the region will remain challenging.

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

See guidance for exemptions to this requirement.

This project is either directly supported or mentioned in ten local, regional or statewide plans including:

Benton, Linn and Lincoln County's Transportation System Plans,
Corvallis and Albany Transportation System Plans,
Corvallis and Albany Transit Development Plans,
Central Willamette Valley Regional Coordinated Care Plan,
Oregon Public Transportation Plan

A summary of each plan, the internet location, and appropriate page numbers are included in Attachment 4. Furthermore, while we have identified the need for this project within each of these plans, the project also provides statewide benefits to multiple providers. As noted in Attachment 2, our project will integrate with all of the providers in the tri-county region, establishing the same working platform and software service. We see this not only as a benefit to our region, but as a potential pilot for other regions in the state as well. The platform we're proposing is the same currently used by members of the Northwest Oregon Transit Alliance, and we have had initial talks on how to integrate our work, which would even further maximize return on investment.

While identification of the project in local plans is not required if it provides statewide benefits to multiple transit providers, the clear local interest further strengthens the need for our project.

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

Enter an amount in dollars.

497500

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 = 30%, STIF = 10%)

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

Collectively, the tri-county region has approximately 250,000 residents. According to the ACS 2013-2017 data on Lincoln, Benton, and Linn Counties, approximately 15% of the population reports a disability, 18% are 65 or older, and 1% of all households report limited English proficiency. While this does not constitute a full array of vulnerable populations, it does distinctly show a need to plan for additional transit support in our region. Attachment 5 shows additional information regarding vulnerable population data for each county.

Centralizing information and developing user-friendly transit applications for the general public provides a much needed resource for our vulnerable populations. Many of our current services (driver training, travel training, and paratransit eligibility) are used by either the vulnerable populations themselves, or by those providing a service to the population. Further, expanding these services to a greater number of agencies builds upon an already strong foundation of education and training.

Development of a trip planning tool, mobile ticketing application and the provision of real-time bus information to the public means that a user can plan for, purchase, and ride on one ticket across a multitude of regions, providers, and routes with ease. Populations of all abilities will be able to utilize this service through both a web-based application, available through a mobile application, or by a phone call. The application can be accessed using the language set by the user's smartphone, and the web-based and phone service will offer bilingual information.

The other benefit of this service is the real-time bus information. Even the most reliable bus routes can be disrupted by traffic, accidents, or inclement weather. Instead of waiting outside for a bus to arrive based on the schedule, a transit user will now be able to see, in real-time, the location of the bus on its route and plan accordingly. In a geographically large area with an abundance of service providers and routes, this would be impossible to accomplish without a regionally coordinated effort to centralize and digitize data and present it to the public in a digestible and easy to understand format.

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 will fundamentally change how people use transit in the Mid-Willamette Valley and beyond by integrating transit schedules, ticketing, real time bus information, and Medicaid training and eligibility across three counties and five transit agencies. Instead of each public transit provider developing their own mobile application, there will be one that serves all agencies across the region. Instead of having to pay for each provider's ticket during a transfer, you'll be able to buy one ticket to travel across three counties. Instead of calling each transit provider to see if you're eligible for discounted fares, a transit rider will be able to call one agency. And finally, regardless of where you are in Lincoln, Benton and Linn Counties, you'll be able to make one phone call to know where your bus is and if it's running behind.

Through partnering on software services at a regional level, the cost for each agency to participate will be reduced by thousands of dollars, potentially providing their customers something they couldn't afford on their own. For example, Lincoln County currently uses Swiftly and pays \$10,000 for that service, which is the baseline cost for an agency. By working collaboratively, the COG can purchase Swiftly for \$35,000 and provide it to all six agencies in the region, reducing the cost for each. Furthermore, as they will be using the same software, agencies will also be able to troubleshoot any issues and discuss best practices. OCWCOG plans to establish a regular working group of regional transit providers to bring these agencies together, thereby encouraging collaboration, coordination and resource sharing.

The centralization of Medicaid eligibility and training will consolidate the program administration and management of this service from seven agencies and three counties down to one organization. As OCWCOG already provides this service for non-emergent medical transportation, our experience will reduce the administrative burden while letting public transit providers focus on service delivery.

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.

This project will drastically improve the customer experience for both public transit riders and Medicaid eligible riders throughout Lincoln, Benton and Linn County. By providing real time bus information accessible via a number of third party mobile applications, as well as a mobile ticketing application, transit use will be easier and more accessible to residents and visitors of the Mid-Willamette Valley. In addition to improving the passenger experience on the front end, the integration of these services becomes an asset to transit agencies on the back end.

Through mobile ticketing, agencies can see the number of users utilizing the application, what kind of tickets users are buying, and how often transit services are being used. This has potential to improve service in a provider's immediate area, but assist in collaboration with neighboring providers to improve connections across the region. This would inherently benefit multiple providers.

The Oregon Public Transportation Plan's Goal 1 is about improving the customer experience through consistent and reliable information through multiple sources and media. Getting multiple agencies on board with this project will benefit the Statewide Transit Network as a whole through providing easy to use information and ticketing for residents and visitors alike.

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.

We anticipate submitting a Transportation Options Innovation grant to fulfill our match requirements, however if we are unsuccessful we will explore funding through other sources. Our project budget will cover the costs for a full two years to get regional transit agencies on board and all working off the same platform. After this time, we will transition to member based pricing, in that agencies will directly pay for their use of the software and ongoing maintenance costs. The software costs \$35,000 annually for the entire three county region, and the on board equipment is estimated at \$500/bus/per year. After the first two years, staff will also be charged for attending the driver training once we have covered the cost to get all drivers up to the same level.

The remainder of costs for this project are one time start-up costs and thereby will not require additional funding or match.

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.

We anticipate submitting a Transportation Options Innovation grant to fulfill our match requirements, however if we are unsuccessful we will explore funding through other sources. The project is not dependent on the receiving the Innovation grant.

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.

Increased transit ridership means fewer vehicles on the road and lower emissions overall. Public transportation is more fuel efficient per passenger mile than single-occupancy vehicles and more sustainable for a growing community. Transit travel can also be less stressful than driving, biking, or walking on congested or speed roads.

Cities are made more livable when there's less traffic and more travel by public transportation, walking and biking. Many riders on current regional routes are commuters and students. Providing high quality public transportation service lowers the impact of work centers and college campuses by reducing the need for surface parking and reducing vehicle pollution. By making public transportation more accessible and user-friendly through the mobile ticketing application and web based service, we hope to increase public transportation use and lower the number of single-occupancy trips made across the region.

These services also benefit our vulnerable populations who need to use public transportation for medical or financial reasons, thereby improving health outcomes by making it possible for them to travel more easily around the region.

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 development of customer-focused transit tools encourages more consistent use of public transportation by those already riding, and may encourage users who do not currently use transit due to complicated planning and purchasing, unreliability of buses and routes, and inexperience with riding public transit to try it out for sporadic or everyday use. Travel training provides an opportunity for those who have never, or infrequently, used public transit to learn about it ahead of time in a safe and not time-sensitive environment. The trip planning tool allows someone to find their best option for transferring routes across the region seamlessly, with the website and call center as additional tools to help them get to their destination. The mobile ticketing application makes it possible to purchase one ticket across multiple agencies and keeps it in a digitally accessible location. The real-time bus information means users won't be caught missing or waiting for a bus that's off schedule, leaving the user with a better way to plan for unintended changes in the schedule or route.

Not only does this increase the potential for use as a transit rider alone, but it may also encourage more first- or last-mile connections for bikers, walkers, and vehicle drivers. Greater knowledge about bus schedules means greater flexibility in mode choice when traveling for work, recreation, or personal use.

The addition of offering a web and phone based service for trip planning, in addition to travel training, means that vulnerable populations who might be getting rides from a personal vehicle or van pool now will have the option to choose public transit when necessary or convenient.

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

Passengers in transit vehicles can benefit from this project through the use of the real-time bus information and the service provided by travel training, driver transit, and paratransit eligibility.

There are many times when transit isn't seen as a viable option. By expanding services, providing additional driver and travel training, and offering trip planning tools and real-time bus information, the likelihood of someone taking transit is increased. It is also increased by the quality of service and customer facing options such as the web and phone based trip planning service. Other roadway users benefit from this project through increased training opportunities for service providers, increased transit ridership, and greater security with the use of cameras and GPS equipment on board all buses.

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.

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/Shellers Purchase	\$	\$	\$	\$	\$	\$ 0
Planning	\$	\$	\$	\$	\$	\$ 0
Project Administration	\$	\$	\$	\$	\$	\$ 0
Operating	\$	\$	\$	\$	\$	\$ 0
Preventive Maintenance	\$	\$	\$	\$	\$	\$ 0
Mobility Management	\$ 497,752	\$	\$	\$	\$	\$ 497,752
Total	\$ 497,752	\$ 0	\$ 0	\$ 0	\$ 0	\$ 497,752

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)	\$ 497,752	10 %	\$ 447,977	\$ 49,775	OCWCOG Text	\$	Yes 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)	\$ 497,752	10 %	\$ 447,977	\$ 49,775	OCWCOG Text	\$	Yes 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	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	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
9																Only answer if purchasing used vehicle			
10																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) 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 Item Delivery Date	Location	Lot Size	Square Footage	If breaking ground, have you filled out DCE?
Row 1	GPS Units for all buses in the Linn, Benton, Lincoln region Text	Trillium	45 #	\$ 350	\$ 15,750	10/01/2019	11/01/2019	Portland, Oregon	NA	NA	<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 *

[Seamless Transit Experience All Attachments](#)

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

Application ID: 135451

