

Agenda
Mid-Willamette Valley Area
Commission on Transportation
(MWACT)

This meeting is a “hybrid” meeting: Staff and Committee members can choose to attend in person or over Zoom. **For MWACT members – Please RVSP (e-mail to lomoore@mwvcog.org), so we can best prepare for the MWACT meeting.**

The public may also attend in person or via your computer or smartphone (software install is required) or via a phone call. The information to join the meeting is:

Join Zoom Meeting
<https://zoom.us/j/96840838274>

Meeting ID: 968 4083 8274

Or call +1 253 215 8782 US (Tacoma)
Meeting ID: 968 4083 8274

If participation by phone or video conferencing is not an option, please contact our offices (at 503 588 6177) 24 hours in advance of the meeting. If you are having trouble connecting to the meeting, contact Karen Odenthal (503 540 1608)

Date: Thursday, February 2, 2023
Time: 3:30 p.m.
Place: MWVCOG Offices, 2nd floor
100 High Street SE, Salem

Online: (See information above for Zoom meeting.)
Phone: (503) 588 6177

Times listed below are approximate. Agenda items may be considered at any time or in any order per discretion of the MWACT Chair and/or member of the Commission, in order for the Commission to conduct the business of the Commission efficiently. Persons wishing to be present for a particular item are advised to arrive prior to the scheduled beginning of the meeting in order to avoid missing the presentation of items of interest.

The Mid-Willamette Valley Area Commission on Transportation is pleased to comply with the Americans with Disabilities Act (ADA). If you need special accommodations including a sign language interpreter to attend this meeting, a complete agenda packet, or additional information, please contact Lori Moore at (503) 540-1609 or send e-mail to lomoore@mwvcog.org at least 72 hours prior to the meeting. Alternate formats available upon request. Thank you.

3:30 p.m. Item 1. Call MWACT Meeting To Order Chair Ken Woods, Jr.

Welcome and Introductions

New MWACT members:

- Yamhill County – Commissioner Kit Johnston
- Marion County – Commissioner Kevin Cameron
- Highway 99W/18/47 – Yamhill Mayor Yvette Potter
- Highway 99E/213 - Replacement for Silverton (tbd)

Approval of December 1, 2022 Meeting Summary

Public Comment

Comments from the Legislative Delegation

OTC Comments

Commission Discussion/Area Updates

3:45 p.m. Item 2. Statewide Transportation Improvement Fund/ Intercity (STIF/IC) Discretionary Funds.....Arla Miller, Region 2A Regional Transit Coordinator, ODOT

Three applications in the Region 2A area have been submitted for the STIF and Intercity discretionary grant cycle. \$28.5 million is available statewide.

The completed applications are enclosed, with the requests of all three totaling \$3.1 million They include:

- City of Monmouth - Monmouth Independence Trolley
- Salem Area Mass Transportation District – Right Size Vehicles
- Yamhill County – Replacement Buses

ACTs are asked to review the applications and provide comments based on the evaluation criteria, the local knowledge of transportation planning and investments in the area, and opportunities for fund leverage. **Applications do not have to be ranked by MWACT.**

ACT comments will be sent to the ODOT Selection committee and Public Transportation Advisory Committee (PTAC).

Representatives of the agencies submitting grant requests are invited to the MWACT meeting to answer any questions.

Action: Provide comments on the applications to ODOT staff.

4:30 p.m. Item 3. ODOT Innovative Mobility Program (IMP) Micro-GrantsArla Miller;

ODOT is still accepting applications on a rolling basis (with no deadlines) for **Innovative Mobility Program** micro-grants up to

\$5,000. (see the following website for applications)
<https://www.oregon.gov/odot/RPTD/Pages/Innovative-Mobility-Program.aspx>).

The attached e-mail from Arla Miller describes eligible organizations and projects. Also attached is a list of recent micro-grant awards as examples of the type of assistance that can be funded. The ODOT News Release also mentions that the opportunity for applying for large IMP grants will occur sometime in 2023.

Action: Information item.

**4:45 p.m. Item 4. Draft 2024-2027 STIP
.....Anna Henson & Dan Fricke, ODOT Region 2**

The draft 2024-2027 Statewide Transportation Improvement Program (STIP) will go to the Oregon Transportation Commission (OTC) in early March. The OTC will then release the draft STIP for public comments, from March 9th to April 28th. The OTC is scheduled to do final approval of the STIP in July.

Since MWACT likely won't meet in March, staff is presenting information about what is expected to be included in the draft STIP, including some projects within the MWACT Area. An update will be provided at the April MWACT meeting as part of a public comment opportunity.

Action: Presentation and discussion.

5:20 p.m. Item 5. Other Business.....Commission Staff

- ODOT Open House Index webpage: has links to 11 significant ODOT projects in the MWACT area, with project descriptions, schedule, and cost and funding summary.
See: <https://odotopenhouse.org/r2-construction-2023>
- Next MWACT Meeting – April 6, 2023
 - Election of MWACT Chair and Vice Chair will occur at the second meeting of the calendar year, per adopted the MWACT Operating Agreement.

5:30 p.m. Item 6. Adjournment Chair Ken Woods, Jr.

Meeting Summary

Mid-Willamette Valley Area Commission on Transportation (MWACT)
MWVCOG Virtual Meeting
100 High St. SE, Suite 200
Salem, OR 97301
Thursday, December 1, 2022

**This meeting was a call-in meeting with people attending via Zoom.
Attendance is listed as follows:**

MWACT Members Present

Cathy Clark, 2022 Vice Chair, Keizer Mayor
Sara Duncan, SAMTD Board of Directors (Alternate for Ian Davidson)
Lyle Mordhorst, Polk County Board of Commissioners
Kathy Hadley, Polk County Private Sector
Tom Hammer, Yamhill County Private Sector
Anna Henson, ODOT Region 2
Walt Perry, I-5 Corridor, Jefferson City Council
Trevor Phillips, Salem City Council
Rick Rogers, 99W/18/47 Corridor, Newberg Mayor
Jim Sears, 99E/213 Corridor, Silverton City Council
Della Seney, Hwy. 22E Corridor, Aumsville City Council
Mitch Teal, Marion County Private Sector
Cynthia Thompson, YCTA
Colm Willis, Marion County Board of Commissioners (Alternate for Danielle Bethell)
Ken Woods, Jr., 2022 Chair, Dallas City Council

MWACT Members Absent

Danielle Bethell, Marion County Board of Commissioners
Ian Davidson, SAMTD Board of Directors
Yamhill County Board of Commissioners, Vacant
Michael Langley, Confederated Tribes of the Grand Ronde

Others Present

Mark Bernard, ODOT Region 2 Public Transit
Travis Brouwer, ODOT
Shannon Beaucaire, Carlton City Manager
Steve Dickey, SAMTD
Dan Fricke, ODOT Region 2
Mike Jaffe, MWVCOG-SKATS Staff
Carl Lund, Marion County Public Works
Lori Moore, MWVCOG-MWACT/SKATS Staff

Karen Odenthal, MWVCOG-SKATS Staff
Allen Pollock, SAMTD
Craig Pope, Polk County Board of Commissioners
Renata Wakeley, City of Woodburn
Andrew Walker, ODOT Region 2
Julie Warncke, Salem Public Works

Agenda Item 1. Call to Order – 3:30pm - Introductions

Chair Ken Woods, Jr., called the hybrid meeting to order at 3:32 p.m. A quorum was established, and introductions were made.

Summary of October 6, 2022:

The summary of the October 6, 2022, was approved by consensus of the members present and online.

Public Comment:

There were no comments from the public.

Comments from the Legislative Delegation:

There were no comments from the legislative delegation.

OTC Comments:

There were no comments from the Oregon Transportation Commission (OTC).

Commission Discussion/Area Updates:

There were no area updates.

Agenda Item 2. Transportation Funding

Travis Brouwer, ODOT, provided an overview of ODOT's budget. Dedicated federal and state funds are used for transportation projects and programs such as construction projects and grant programs. State Highway Funds are used to run the agency including the Department of Motor Vehicles (DMV), road maintenance, and central services.

Mr. Brouwer presented an illustration of ODOT State High Fund Revenues and Expenditures projected from 2022 through 2029. Expenditures are predicted to be significantly higher than the revenue available by 2029. He provided an overview of strategies to close the gap in Operations and Maintenance (O & M) including implementing

cuts in maintenance and agency operations, shifting costs to other funding sources, developing new revenue sources, and requesting additional O & M funding from the state legislature. A ten percent reduction in the budget would have significant negative impacts including closing some DMV offices, reducing the number of maintenance workers and levels of maintenance, among others.

Mr. Brouwer explained that the ODOT Fund Exchange Program is a means for local jurisdictions to deliver transportation improvements without federal constraints and requirements. Through this program, local jurisdictions can exchange their federal STBG funds for state Highway dollars. From 2022 forward, the local jurisdictions will receive 90 cents for each federal dollar exchanged. There are some eligibility requirements. Mr. Brouwer noted that the program is not sustainable at current levels due to the shortfall in O & M funding. ODOT is trying to preserve the Fund Exchange Program for as many projects and jurisdictions as possible while reducing the overall amount exchanged.

The current proposal is to set aside \$20 million in state money for exchange capping the maximum amount to exchange at \$250,000. For smaller agencies/federal funding recipients, there may be little to no difference in the amount received. Larger groups may exchange federal funds up to the \$250,000 limit.

Agenda Item 3. ACT Chair Report

Chair Ken Woods provided a report on the November 16, 2022, meeting of the chairs of the Area Commissions on Transportation (ACTs) with the Oregon Transportation Commission (OTC). He reminded commissioners that MWACT was the first ACT established and represents Marion, Polk, and Yamhill Counties. Of the 17 members comprising MWACT, 13 are unpaid volunteers. Members represent cities, counties, and transportation corridors in the tri-county area.

The on-going number one priority for MWACT is safety. Chair Woods explained that each MWACT member is well-versed in the needs and priorities within their area of representation including a wide-variety of interests such as businesses, bicyclists, pedestrians, and transit. He provided a historical overview of MWACT interaction with the OTC. Chair Woods noted that repeated reminders related to the same top five MWACT priority projects have received no response from the commission. No response has been received regarding all communications with the commission including advice requested by the OTC.

Agenda Item 4. OR99W:Orrs Corner Road, Clow Corner Road

Anna Henson provided an update related to safety improvements for the Orrs Corner Road/Clow Corner Road area. In 2023, a northbound left-turn lane will be constructed at the intersection of OR99W and Orrs Corner Road. Utilities will be relocated at Orrs Corner

And Clow Corner. This work will be done by others. In 2024, Clow Corner Road East of OR99W will be closed for about five months in order to construct a roundabout as Stage 1 of the construction staging. Stage 2 will include closure of Clow Corner Road West for about two months for roundabout construction. No changes will occur for travelers going north and south on OR99W.

Ms. Henson also provided an update related to the OR 22: Perrydale Road to Kings Valley Highway project. A roundabout will be designed and constructed at the intersection of Perrydale Road and Kings Valley Highway. Perrydale Road will be re-aligned to connect with the roundabout. This project is intended to reduce crashes in the area as well as increase fuel efficiency due to reduced stops. The old highway intersection on Perrydale Road will be removed during Stage 2.

Agenda Item 5. MWACT Recruitment

Mike Jaffe reminded MWACT members that the two-year terms of approximately half of the commission expire at the end of December. Current representatives have been contacted regarding their willingness to serve an additional term. Some of the representatives will no longer be serving in their current elected capacity. Letters of recruitment have been distributed to the affected corridor cities and jurisdictions to determine the composition of the commission beginning in January 2023.

Agenda Item 6. Other Business

The next MWACT hybrid meeting may be scheduled for Thursday, January 5, 2023. MWACT members will be informed if the January meeting is confirmed.

The meeting was adjourned the meeting at 5:16 p.m.

Agenda Item 2

Statewide Transportation Improvement Fund/ Intercity (STIF/IC) Discretionary Funds

**Mid-Willamette Valley Area
Commission on Transportation
(MWACT)**

February 2, 2023

STIF Discretionary and Statewide Transit Network Program 2023-25 Application Summary

**Arla Miller, R2A Regional Transit Coordinator
ODOT Public Transportation Division**



Topics

- 2023-2025 Application summary
- 2023-2025 Selection process and timeline
- ACT review role



2023-2025 Application Summary

MWACT Area	
Number of Applications	3
Total Funds Requested	\$3.1 M

Statewide	
Number of Applications	72
Total Funds Requested	\$50 M

Funding Available	
STIF Discretionary Fund	\$13.5 M
Statewide Transit Network Program	\$15 M
TOTAL	\$28.5 M



2023-2025 Applications

Applicant	Project Title	Grant Amount Requested	Total Project Cost
City of Monmouth	Monmouth Independence Trolley	\$500,000	\$625,000
Salem Area Mass TD	Right Size Vehicles	\$856,416	\$1,070,520
Yamhill County	YCTA Replacement Buses	\$1,152,000	\$1,440,000
TOTAL	3 Projects	\$2,508,416	\$3,135,520



Project Selection Tasks & Schedule

Task	Schedule
ODOT reviews applications for eligibility and completeness	December 8, 2022
ACT and QE feedback due to ODOT	February 6, 2023
ODOT Project Selection Committee reviews feed back; scores and ranks applications and provides funding recommendation to Public Transportation Advisory Committee (PTAC)	January ~ March,2023
PTAC recommendations to Oregon Transportation Commission	April, 2023
OTC reviews and determines project awards	May, 2023
Agreements executed	July 2023



Role of Area Commissions on Transportation

- Review applications relevant to ACT region
- ACTs may provide comments on applications related to:
 - Evaluation criteria
 - Local knowledge of transportation planning and investments
 - Opportunities for fund leverage

The ODOT selection committee and PTAC will consider ACT comments when ranking projects.



Resources

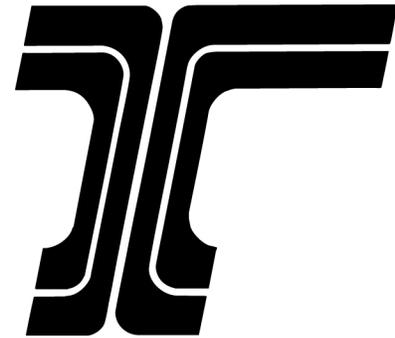
- [Link to STIF Guidebook](#)
- [Link to Advanced Notice](#)
- STIF Web Page:
<https://www.oregon.gov/odot/RPTD/Pages/Statewide-Transportation-Improvement-Fund.aspx>

Contacts

- Arla Miller, Regional Transit Coordinator,
Arla.Miller@odot.oregon.gov



Oregon Department of Transportation



STIF Discretionary and Statewide Transit Network Application: FY 2023-25

Applicant Information

Agency Legal Name

City of Monmouth

Project Title

Monmouth-Independence Trolley

Agency Legal Address

151 Main Street W., Monmouth, Oregon 97361

Application Contact Name

Fred Evander

Application Contact Title

Planning Manager

Application Contact Email Address

fevander@ci.independence.or.us

Application Contact Phone Number

(503) 837-1168

Name of Person Signing Agreement

Marty Wine

Title of Person Signing Agreement

City Manager

Email Address of Person Signing Agreement

mwine@ci.monmouth.or.us

Phone Number of Person Signing Agreement

(503) 751-0146

Agency Information

1. Transit Agency Type

City

1.A Does the agency have any existing grant agreements with ODOT?

Yes

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

Deviated Fixed Route

3. Would this award support ongoing operations of an existing service?

No

Risk Assessment Information

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

No

5. 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

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

Combined

7. Does your agency have a system in place that will account for 100 percent of each employee's time? (Description of operational capacity should apply specifically for the workload of projects in this application.)

Yes

8. Did your staff members attend required training and meetings during the previous biennium?

No

9. Was your agency audited by the federal government in the past two years?

No

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

Yes

Agency Qualifications

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

The Monmouth-Independence Trolley is a joint effort between several partners.

Monmouth and Independence are municipalities organized under ORS Chapter 221. The cities have successful experience in identifying funds for local match, managing grant awards, managing schedules and cost controls. Both cities additionally have effective operational and management staff and controls in city management, public works, and planning. The project is the first local transit service that will be operated by the cities.

The service will begin in January 2023 and be operated by Cherriots (Salem Area Mass Transit District). Cherriots offers the expertise and capacity to operate the system, track ridership and make enhancements.

The City of Monmouth, the financial manager for the project, further has financial management systems

that meet standards for financial reporting, accounting records, internal control, budget control, allowable cost, source documentation, and cash management.

12. Certification of Compliance

By checking this box, the applicant certifies that if they are awarded funding, they will meet and ensure compliance for the term of the agreement 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.

Yes

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

Yes

13.A 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.

The pilot will be operated by Cherriots (Salem Area Mass Transit District) through an intergovernmental agreement (IGA). The IGA will be signed by the Cities of Monmouth, Independence and Cherriots. Cherriots is familiar with the requirements for operating transit service that is funded with STIF funds. Cherriots will use the service plan that is laid out in the IGA as well as the standards that are used for the rest of their services to ensure quality control, compliance and reporting.

14. If you seek the 10 percent match reduction, does the project meet one or more of the four factors identified in OAR 732-044-0005(4)(a)? Select each factor that you believe is exemplified by the proposed project.

Predominantly serves or provides access to and from rural communities

15. Will federal funds be used to complete this project?

No

Project Information

16.A Project Title

Monmouth-Independence Trolley

16.B Describe the project to be funded. Clearly describe what the requested fund award would be used to accomplish, detailing the specific tasks and deliverables. Where relevant, identify the origin and destination of the proposed service as well as each municipality visited along the route. Please see page 7 of the application instructions for additional guidance on writing a project description.

This grant application will help to fund the Monmouth-Independence Trolley pilot project. Grant funds will specifically be directed to transit operations on the route including funding operator/administrator wages and operations costs such as fuel and maintenance.

The Monmouth-Independence Trolley project has been developed through a partnership between the City of Monmouth, City of Independence, Western Oregon University and Cherriots (i.e., the Salem Area Mass Transit District), as a means to offer local transit service in the communities. The project is intended to provide a deviated fixed route that offers frequent reliable connections between the downtowns, shopping areas and Western Oregon University. Connections to regional routes will also be provided including to the regional express service provided by Cherriots Route 40X and to the pilot project to offer transit service between McMinnville and Corvallis along W Highway 99.

The trolley will travel along OR-51 and OR-194 in Monmouth and Independence. Stops will be placed in the following locations:

- Riverview Park/C Street in Downtown Independence
- 2nd Street in Downtown Independence
- 5th Street
- 8th Street
- 12th Street
- Gun Club Road
- 16th Street/Central High School
- Ash Creek Station
- Atwater/Hefley
- Ecols Street
- Main Street Park/Warren Street in Downtown Monmouth
- Western Oregon University

Key activity centers that will be served by the route include the Independence Hotel, downtown Independence, the Central Plaza Shopping Center, Central High School, Ash Creek Station, downtown Monmouth and Western Oregon University. Area parks such as Riverview Park in Independence and Main Street Park in Monmouth will also be served.

The service will operate as a fixed route between Monmouth and the Riverview Park in Independence and will allow for scheduled deviations up to 0.75 miles off the main route. Off-route pickups and drop offs will require reservations (24 hours in advance or the day before) mostly to serve parts of the community that are beyond a 5-minute walk from the main route, as well as certified ADA passengers. The service will provide approximately 75 one-way trips Monday through Saturday (2-3 trips per hour) and accommodate up to one deviation for each one-way trip. The limitation on the number of deviations per trip will allow the service to stay on schedule and maintain level of service and reliability for all passengers.

The trolley will operate every day of the year excluding major holidays (New Year's Day, Thanksgiving Day and Christmas) through a 2.5-year period intended to develop the market and evaluate the long-term feasibility of the operation. Service will be provided Monday through Friday from 7:00 a.m. to 9:00 p.m., Saturday from 8:00 a.m. to 10:00 p.m., and Sundays and federal holidays (other than major holidays) from 8:00 a.m. to 6:00 p.m.

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

\$420,000.00

18. Select the fund source(s) for which you would like to compete and that you believe your project is eligible to receive. Check all that apply.

STIF Discretionary

19. Why is this an important project? What are the consequences of this project not receiving funding?

The Monmouth-Independence Trolley is a pilot project that will:

- Offer individuals a convenient, reliable alternative to private automobile travel in the cities; and
- Shape the growth of the communities into the future.

Independence and Monmouth are rapidly growing, and much of this growth is occurring in areas unserved by public transportation. This project will help create a local public transit backbone for the communities; address transportation costs/lack of options, which disproportionately impact low-income residents; and foster the place-based economic growth of the cities.

The project will connect downtown Independence and downtown Monmouth and allow the increasingly vibrant areas to further build off each other - opening more accessible opportunities for work, shopping, recreation and dining as a result of the route. Connecting the areas will also better link student housing at Western Oregon University, and lower-income areas, to goods, services, and recreation in the cities.

20. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements?

No

Oregon Transportation Commission Investment Priorities

Equity and Public Transportation Service to Low-Income Households

21. Describe how this project would support and improve access for vulnerable populations and/or historically marginalized communities.

A significant portion of Independence and Monmouth is classified as vulnerable and/or historically marginalized. This project will support and improve access for these individuals by providing an alternative to costly automobile ownership and operation.

Census county division data for Independence and Monmouth (which includes a small population outside of the cities) revealed that:

- 24% of the population is Hispanic or Latino.
- 24% of the households are below federal poverty line, or 1,639 out of 6,785 households.
- 1/3 of households have an annual income below \$40,000, and more than 1/2 of the households have an annual income below \$60,000.
- 11.9% of the population has a disability.
- 4% of the households do not have a vehicle.

Transportation costs add to the burden for many of the vulnerable individuals and households, which devote greater proportions of their incomes to the expenses than higher-income populations. In 2022, the average cost of owning and operating a private vehicle (assuming 15,000 annual miles) was \$10,729 (source: American Automobile Association). This total represented 16.2% of the mean household income for Independence (\$66,124) and 17.2% of the income for Monmouth (\$62,039). The trolley is intended to provide an alternative to this costly automobile ownership.

In addition to serving historically marginalized and low-income communities, the route will effectively serve seniors and individuals with disabilities. The main route will travel along OR-51 and OR-194 in Independence and Monmouth, though deviations may be requested for certain trips. Off-route pickups and drop offs will require reservations (24 hours in advance or the day before) and will serve parts of the community that are beyond a 5-minute walk from the main route, as well as certified ADA passengers. The service will provide about 75 one-way trips Monday through Saturday (2-3 trips per hour) and will accommodate one deviation per one-way trip. The additional number of potential deviations will be a significant service improvement compared to the existing Cherriots Route 45, which provides 6 one-way trips per day.

Coordination of Public Transportation Services

22. Describe how this project would improve the passenger experience, benefit multiple transit providers, or involve consolidation, coordination, or resource sharing between agencies, including use of transportation data and technology.

The Monmouth-Independence Trolley pilot project is a coordinated effort between the City of Monmouth, the City of Independence, Western Oregon University (WOU) and Cherriots (i.e., the Salem Area Mass Transit District) to provide effective transit service in Independence and Monmouth.

The project is intended to enhance local transit operations, by offering a deviated fixed-route service that offers frequent reliable connections between the downtowns, shopping areas and WOU. Links to regional routes will also be provided including connections to the regional express route provided by Cherriots (Route 40X) and the pilot project to offer transit service between McMinnville and Corvallis along W Highway 99.

Technical operations of the service have been designed with the passenger in mind.

- The trolley will run along a straight short route to achieve twenty-minute headways (a frequency that is far superior to existing transit service in the community) and the route will allow one deviation per trip. Route deviations will be scheduled through the Cherriots Call Center.
- Trolleys will be equipped with vehicle-tracking software that allows riders to easily locate a trolley when looking at a website or web application.
- Details of the service will be incorporated into the marketing and website for Cherriots (who will act as the contractor for the service) and will be promoted through the media channels of each of the partners.

Additionally, vehicle-tracking software, which has been purchased through TransLoc as part of the project, will also allow easy monitoring of ridership and provide key information to improve performance of the service including the number of deviations, actual headways, and time periods when delays tend to occur. This data will be downloadable into a variety of formats, including GTFS and reports suitable for the National Transit Database.

Further, the partnership between Cherriots, the cities and WOU will allow the agencies to see where duplication between transit services exist and efficiencies can occur. The collaborative effort will improve the resource sharing between the agencies and ultimately improve the overall experience for passengers riding in Monmouth and Independence.

Environmental and Public Health

23. Describe how this project would go beyond providing an alternative to personal car use to reduce greenhouse gas emissions, reduce pollution, and/or support positive health outcomes. How does this project support applicant's climate planning efforts?

The trolley will offer a fun, cheap, and reliable service that goes beyond providing an alternative to personal automobiles and takes major steps towards achieving the cities' climate goals.

In 2020, Independence completed their Vision 2040 Plan with the input of over 2000 Independence community members. The plan included several focus areas that promoted the development of economically sustainable and environmentally conscious transportation and sought to establish "Independence as a leader in...resource and energy conservation, and climate action." (p. 10, Independence Vision 2040 Plan).

Several trolley details will help the cities achieve this and other climate-related goals:

The service will be free and frequent making it a desirable travel mode for many. The service will operate on a normal weekday from 7:00 am to 9:00 pm, typically running every 20 minutes. Service will also run on the weekends.

The service will be highly visible, operating in the center of the community, and will easily accommodate individuals on bicycles, on scooters, and on foot. Comfortable walking and biking connections will be available to the route from surrounding neighborhoods and trolleys will be equipped with a bike rack.

The trolley will be an environmentally responsible alternative that reflects the cities' heritage. A rail line once connected the communities, and by adding a visible component of historical identity, the trolley will intertwine a sense of place with a mission of resource stewardship. Popular events in the communities will be branded with the tagline "travel by trolley" as a means of promoting fun and environmentally conscious travel, highlighting sustainability efforts by the communities, and addressing the logistical challenges of events (i.e. limited parking).

The service will additionally support the development of new mixed-use buildings in the communities, further helping sustainability goals by reducing the number and length of trips. To this end, the City of Independence has received a Transportation and Growth Management grant to consider how an auto-oriented strip mall, and surrounding undeveloped land, can be redeveloped around the trolley line. The placemaking and inclusion of new housing units envisioned for the area will create a rural version of "Transit-Oriented Development," creating a complete neighborhood around schools and shopping that offers individuals the opportunity to live without a car.

Safety, Security, and Community Livability

24. Describe how the project would increase use and participation in active transportation, and support connections between transit and other travel modes like biking and walking.

The trolley service has been designed to encourage active transportation in Monmouth and Independence. The route will be a local service, centrally located within the communities, and will be easily accessible from surrounding neighborhoods.

A variety of features have been incorporated to encourage a highly effective combination of active transportation and the operation of the trolley:

- **Central location.** The trolley has been designed to run through the geographic center of Monmouth and Independence and to serve all the major destinations within the communities. Stores such as Roth's and Waremart, as well as major destinations such as downtown Independence, Monmouth and Western Oregon University will all be served by the route.
- **Comfortable first and last mile for cyclists and pedestrians.** Nonmotorized connections to stops along the route will largely be on or along low-volume residential roadways that have sidewalks – comfortable routes for people to get to and from the trolley.
- **Bike racks on the trolley.** A two-space bike rack will be provided on the front of all trolleys – encouraging riders to cycle to the trolley stop.
- **Frequent trips.** The service will run fast to ensure frequent trips that individuals can rely on for travelling around town. Route headways will typically be every twenty minutes which will allow individuals to know that, even if they miss a trolley, the next one will not far behind.
- **Vehicle-tracking software.** Vehicle-tracking software will be utilized to allow individuals to find their trolleys and make the best use of their time before it arrives at their stop. Allowing individuals to effectively manage their time will help limit any perceived "waste of time" associated with riding the service.
- **Free fares.** Fares for the trolley will be free for at least the first year of service. With this use of a complementary rides, individuals will feel free to hop on and off the service as needed, without having to

worry about additional fare to ride.

This combination of features should encourage individuals to use the trolley as an extension of any active transportation mode that they utilize.

25. Describe how the project would support and improve safety of passengers in transit vehicles and safety of other roadway users.

OR-51 and OR-194 between Monmouth and Independence is a road that varies between two and three lanes and experiences significant vehicle and pedestrian traffic. At present, the roadway:

- Is one of the two main connections between Independence and Monmouth.
- Has the majority of commercial activities in the jurisdictions (as well as Central High School).
- Has high volumes of traffic, especially during peak hours. In 2021, OR-51 in Independence carried an average of 11,056 vehicles per day.
- Contains significant pedestrian traffic but has few designated and safe pedestrian crossings.
- Has incomplete and insufficient bike lanes, which encourages many individuals to cycle on the sidewalks as a result.

Given the number of vehicles, cyclists, and pedestrians and the abundance of activities along the street, the roadway also experiences significant numbers of accidents including vehicle/pedestrian and vehicle/cyclist collisions.

The trolley has been designed to help with these issues.

- The trolley will function as a people mover that helps individuals travel quickly and safely between key destinations in Independence and Monmouth. The frequency and reliability of the route will ensure that certain trips (such as pick up and drop off for high school) will be able to be made as efficiently by transit. Ideally this will limit the overall and peak number of trips on the road.
- The service will offer a safe alternative mode for individuals to travel along the route. At present, many individuals avoid walking or cycling along portions of road due to the heavy traffic volumes present. The trolley will allow individuals to hop on the trolley or put their bikes on the vehicle and ride till they can be dropped off at a location where they feel safe.
- The route will offer stops in locations where safe crossings can occur. Stops have been largely placed where existing crosswalks exist and stop lights can offer a protected crossing opportunity. Additionally, if awarded, Safe Routes to School grants submitted by Independence and Monmouth during the previous funding cycle will further enhance crossing opportunities for the anticipated stops.

Together these features will enhance the safety for pedestrians, cyclists and motorists along the OR-51 and OR-194 corridor.

Statewide Transit Network Connections

26. Describe how this project would support and improve the utility and connectivity of the Statewide Transit Network and/or create a foundation for future Statewide Transit Network improvements.

The cities of Independence and Monmouth are currently served by two Cherriots routes – the 40X and the 45 – as well as a private service provided by Western Oregon University (WOU). None of the routes however effectively serves the local transit needs of the community or provides frequent, reliable connections between areas of housing and commercial uses and activities within the cities.

The Cherriots 40X service is a regional express service that connects Dallas, Monmouth, Independence,

and Salem and offers ten one-way trips per day.

- Headways for the service range between 1 hour during peak times to 3 hours late at night.
- Two stops are present in Monmouth and three stops are available in Independence.
- Fares for the route are based on Cherriots' regional structure.
- No price break or pass is available for WOU students.

Due to the regional nature of the route, and the limited outreach that has occurred to the university, local use of the service has been minimal.

To offer an alternative that better serves local trips:

- Cherriots established Route 45 – a service that offers a more local, deviated fixed-route option (that also addresses paratransit needs). The route connects Dallas, Monmouth and Independence but only offers 6 one-way trips per day (with a frequency of one trip every two hours). Due to the similar nature of the route to the 40X but with less frequent headways, the ridership on the service has been minimal.
- WOU established Wolf Ride – a service which offers Western Oregon University students a ride who would otherwise walk alone at night. Students can call to request a ride between the hours of 5:00 p.m. and 12:00 a.m., every day of the week and ride requests are taken on a first come, first served basis. Just one van is operated on the route.

While these services have been valuable, neither of the services have addressed the fundamental need for effective local transit service in the community.

The trolley has been designed to address the gap that remains in the provision of effective local transit service – providing a more frequent and reliable local service along a highly traveled corridor, and addressing the transit needs of populations that are traditionally dependent on transit service, such as college students and lower income populations. The route will additionally enhance local connections with existing routes (the 40X) and new routes being added to the Statewide Transit Network (such as the 99W pilot).

Funding and Strategic Investment

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

The Monmouth-Independence Trolley is a pilot project that will leverage a strategic investment made by the Oregon State Legislature to create a more walkable sustainable growth pattern within Independence and Monmouth. The project will serve Western Oregon University (WOU), the oldest four-year public institution in Oregon, offering students at the school opportunities to better travel throughout the communities without the use of a personal automobile, and will address a need for improved local transit service for populations such as the disabled, elderly, or lower income.

The project is strategic for a number of reasons:

- The project will link downtown Independence and downtown Monmouth and allow the two increasingly vibrant areas to further build on each other. With the connection, significantly more opportunities to walk or bike to work, shopping, recreation and dining experiences will be provided. Connecting the areas will additionally improve the student experience for WOU students.
- The project will act as a basis around which to build new portions of the community . Rapid development is ongoing in both Independence and Monmouth, and much of the growth is occurring in portions of the communities with limited chance to ever be served by transit. This project will create a transit backbone for the communities, which will serve existing pockets of density, including lower-income and subsidized housing, and will be utilized by the cities to build more dense housing around. The City of

Independence, in particular, has utilized the future trolley operation as a reason to apply for (and receive) a Transportation and Growth Management Grant to reconceptualize an auto-oriented area that includes a strip mall and one of the remaining undeveloped commercially and multifamily zoned areas in the community. The resultant project is anticipated to articulate a rural form of “Transit-Oriented Development” oriented around the trolley with clear strategies to achieve a more vibrant urban and walkable form for the area – a strategic approach to accommodate growth while limiting reliance on the personal automobile.

This combination of leveraging existing funding sources and using the trolley to further promote the smart growth of Independence and Monmouth makes funding for the project a wise investment of the state’s transit dollars.

28. If this project will last beyond the 2023-25 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

The trolley pilot project is anticipated to operate from January 2023 to July 2025. After the service has been deemed to be effective, the cities will work with partners, businesses and residents to fund the service through a mixture of state grants, the reallocation of existing transit funds, business donations, and potentially the collection of fares.

Key strategies that the communities will use to fund the service include:

- Working with transportation service providers to determine whether existing resources can be reallocated to continue the service. The cities will particularly work with Western Oregon University (who operates Wolf Ride – an on-demand ride provider) and Cherriots (who operates Route 45) to determine whether any of the funds to operate those services can be reallocated to the trolley. In comparing ridership data of the services once the pilot project has been established, the cities anticipate that the trolley will be the most used, efficient local transit service in the community, and therefore the best continued use of funds.
- Working with area businesses to help sponsor the service. The cities will additionally work with major employers in the area, as well as key business interests such as the Independence Hotel, to help fund the service. Once the communities have data about the ridership and success of the service, the cities will approach the various businesses to determine ways for them to support the operations.
- Pursuing State Transit Funding. The cities will lastly pursue state funding to help fund the service. Key potential funds that the cities will pursue include State Transportation Improvement Formula Fund and the 5311 Formula Grants for Rural Areas.

With this potential mix of funding options, the cities have a clear vision of how the frequent, reliable service provided by the trolley will be funded long term.

29. Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, type N/A.

The trolley pilot project has been funded in part by an allocation from the Oregon State Legislature. The allocation has paid for three trolley vehicles, and will pay for vehicle-tracking software, marketing and roughly two years of service. This proposed grant is intended to extend operations till July 2025, when the next round of STIF funding is available.

30. Capital Asset Purchases

Describe proposed capital purchases. If no capital assets are included in your application, type N/A.

No capital assets will be purchased with the funds. The purchase of trolleys and vehicle-tracking software has occurred with the funds distributed as part of the original legislative allocation for the project.

Project Details

Task Category

Operating

Operating

Give a brief (1-3 sentences) description of this project cost.

This grant application will help to fund the Monmouth-Independence Trolley pilot project. Grant funds will specifically be directed to transit operations on the route including funding operator/administrator wages and operations costs such as fuel and maintenance. Remaining funds for the pilot have been provided by an allocation provided by the Oregon State Legislature.

Total Task Cost (Grant Amount + Match Amount)

\$625,000.00

Project Task and Match Amounts

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF

Intercommunity (80% State Share)

\$500,000.00

Match Amount - STIF Discretionary/STIF

Intercommunity (20% Local Share)

\$125,000.00

10% Match Rate Calculations (For Qualified Applicants)

Grant Amount - STIF Discretionary/STIF

Intercommunity (90% State Share)

\$562,500.00

Match Amount - STIF Discretionary/STIF

Intercommunity (10% Local Share)

\$62,500.00

Application Totals

Match Sources

Match Sources	Amount
State	\$100,000.00

Are matching funds of at least 20% of project costs available if the project is awarded?

Yes

What percent of funds will be used for demand response transportation?

100%

Percent of funds used for fixed route transportation

0%

Note on Application Totals: If applying for 5311(f) Operating, a 50% match rate is applied to identified Operating costs. However, the application form automatically applies a 20% match rate to the full Project

Cost, including Operating costs. Therefore, Section 5311(f) applicants should ensure the accuracy of the Total Task Cost for each Task Category, as the 20% match rate will only apply to non-Operating costs in a 5311(f) grant award. The form is unable to calculate an accurate application total using two different match rates.

Application Totals Summary By Task - 20% Match Rate

Task Category	Task Project Cost	Task Grant Amount	Task Match Amount
Vehicle Expansion	\$0.00	\$0.00	\$0.00
Vehicle Replacement	\$0.00	\$0.00	\$0.00
Equipment Purchase	\$0.00	\$0.00	\$0.00
Facility Purchase	\$0.00	\$0.00	\$0.00
Signs/Shelters	\$0.00	\$0.00	\$0.00
Planning	\$0.00	\$0.00	\$0.00
Project Administration	\$0.00	\$0.00	\$0.00
Operating	\$625,000.00	\$500,000.00	\$125,000.00
Preventive Maintenance	\$0.00	\$0.00	\$0.00
Mobility Management	\$0.00	\$0.00	\$0.00
	Total Project Cost: \$625,000.00	Total Grant Amount: \$500,000.00	Total Match Amount: \$125,000.00

Application Totals Summary By Task - 10% Match Rate (For Qualified Applicants)

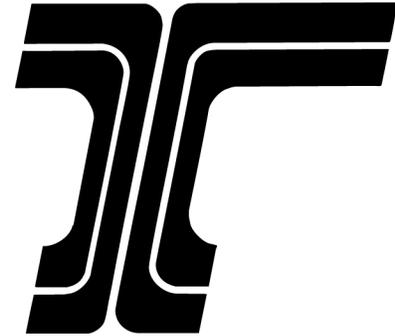
Task Category	Task Project Cost	Task Grant Amount	Task Match Amount
Vehicle Expansion	\$0.00	\$0.00	\$0.00
Vehicle Replacement	\$0.00	\$0.00	\$0.00
Equipment Purchase	\$0.00	\$0.00	\$0.00
Facility Purchase	\$0.00	\$0.00	\$0.00
Signs/Shelters	\$0.00	\$0.00	\$0.00
Planning	\$0.00	\$0.00	\$0.00

Project Administration	\$0.00	\$0.00	\$0.00
Operating	\$625,000.00	\$562,500.00	\$62,500.00
Preventive Maintenance	\$0.00	\$0.00	\$0.00
Mobility Management	\$0.00	\$0.00	\$0.00
	Total Project Cost: \$625,000.00	Total Grant Amount: \$562,500.00	Total Match Amount: \$62,500.00

Document Upload (Optional)

trolley_route.pdf

Oregon Department of Transportation



STIF Discretionary and Statewide Transit Network Application: FY 2023-25

Applicant Information

Agency Legal Name

Salem Area Mass Transit District

Project Title

Right-Size Vehicles

Agency Legal Address

555 Court St NE, Salem, Oregon 97301

Application Contact Name

Peggy Greene

Application Contact Title

Grants Administrator

Application Contact Email Address

peggy.greene@cherrriots.org

Application Contact Phone Number

(503) 361-7530

Name of Person Signing Agreement

Peggy Greene

Title of Person Signing Agreement

Grants Administrator

Email Address of Person Signing Agreement

peggy.greene@cherrriots.org

Phone Number of Person Signing Agreement

(503) 361-7530

Agency Information

1. Transit Agency Type

Mass Transit District

1.A Does the agency have any existing grant agreements with ODOT?

Yes

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

Fixed Route

3. Would this award support ongoing operations of an existing service?

No

Risk Assessment Information

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

Yes

5. 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

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

Combined

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

Yes

8. Did your staff members attend required training and meetings during the previous biennium?

Yes

9. Was your agency audited by the federal government in the past two years?

Yes

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

Yes

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

Yes

Agency Qualifications

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

SAMTD has the legal authority, capacity, and ability to implement the project. There are no outstanding legal issues that would, individually or in the aggregate, impair the ability of SAMTD to implement the project. SAMTD has dedicated procurement, accounting, grants, project management, and operations staff who coordinate projects from planning to closeout. SAMTD has hired some new staff in the last two years, all with significant experience and training, and resumes are available upon request. A recent audit finding presented an opportunity to refine finance procedures for reporting on the Schedule of Expenditures of Federal Awards (SEFA). Staff have the time and budgetary authority to allocate resources to accomplish the project. They will also report on the project progress on a quarterly basis as is required by the ODOT Public Transportation Division for all of the grants issued to qualified entities and public transportation

service provide.

12. Certification of Compliance

By checking this box, the applicant certifies that if they are awarded funding, they will meet and ensure compliance for the term of the agreement 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.

Yes

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

No

14. If you seek the 10 percent match reduction, does the project meet one or more of the four factors identified in OAR 732-044-0005(4)(a)? Select each factor that you believe is exemplified by the proposed project.

Not applying for 10% match reduction

15. Will federal funds be used to complete this project?

No

Project Information

16.A Project Title

Right-Size Vehicles

16.B Describe the project to be funded. Clearly describe what the requested fund award would be used to accomplish, detailing the specific tasks and deliverables. Where relevant, identify the origin and destination of the proposed service as well as each municipality visited along the route. Please see page 7 of the application instructions for additional guidance on writing a project description.

This project would add four low-floor cutaway buses to be operated within the urban growth boundary of the SAMTD service area. These buses would help SAMTD further right-size the fleet by using more appropriately-sized vehicles for the following local routes: 26 - Glencreek/Orchard Heights, 27 - Glencreek/Eola, 12 - Hayesville Drive, and 14 - Windsor Island Road. The buses would start by serving the neighborhood circulator routes listed above with the option of using them for micro transit in the future. These circulator routes tend to have lower ridership and travel on narrow neighborhood roads instead of larger corridors. The low-floor cutaway buses are smaller than the buses currently used so they would allow SAMTD to be less intrusive in these neighborhoods and would be safer to operate on the narrow roads. The buses would also serve as expansion vehicles to allow SAMTD to use its larger buses to add frequency to existing routes or to add new routes. In order to add additional weekday service during peak hours, SAMTD will need these vehicles.

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

\$535,260.00

18. Select the fund source(s) for which you would like to compete and that you believe your project is eligible to receive. Check all that apply.

STIF Discretionary

STIF Intercommunity Discretionary

FTA Section 5311(f) Intercity

19. Why is this an important project? What are the consequences of this project not receiving

funding?

This project increases transit accessibility by allowing SAMTD to add routes and to go deeper into neighborhoods that are unable to be currently provided service due to the 35 and 40-foot buses that make up Cherriots Local fleet currently. It improves roadway and community safety and livability because more people will be able to access transit in their own neighborhoods instead of having to use and/or cross busy streets to get to a bus stop. This project reduces greenhouse gas emissions by making it easier for people to access public transit, making them more likely to choose public transit over using personal vehicles as well as reducing the need for people to drive to access transit. This project also enhances the ease of use of the Statewide Transit Network by making it easier for pedestrians and bicyclists to access transit. One consequence of this project not receiving funding would be a continuation of people using busy streets to access transit stops. Another consequence would be SAMTD not having the capacity to add new routes.

20. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements?

No

Oregon Transportation Commission Investment Priorities

Equity and Public Transportation Service to Low-Income Households

21. Describe how this project would support and improve access for vulnerable populations and/or historically marginalized communities.

The project would allow SAMTD to reach deeper into the neighborhoods served and to explore operating service with fixed-routes and schedules, as well as exploring new, more dynamic service types such as micro transit. Data from the U.S. Census American Community Survey (2015-2019) shows that 33.5% of the population within the Salem-Keizer urban growth boundary (UGB) are low-income households living below 200% of the Federal Poverty Level. This is slightly more than the average for Marion and Polk counties, which is 32.7%. The minority population is 31.8% of the total for the Salem-Keizer UGB, which is slightly higher than the average for Marion and Polk counties, which is 28.9%. Thus, this project would support and improve access to these vulnerable populations and historically marginalized communities as service would be increased, utilizing smaller vehicles in areas that are not currently served due to vehicle size constraints. This service increase would directly impact access for vulnerable populations and historically marginalized communities with increased service to health care, jobs, grocery shopping, and social service appointments that are currently not available.

Coordination of Public Transportation Services

22. Describe how this project would improve the passenger experience, benefit multiple transit providers, or involve consolidation, coordination, or resource sharing between agencies, including use of transportation data and technology.

The project will add more coverage and more frequency for current routes. With smaller buses, SAMTD would be able to explore traveling down streets into neighborhoods that we cannot at this time, due to vehicle size constraints. In the 2022 needs assessment, SAMTD heard from riders that expanding into the neighborhood was needed for the service area. This would improve the passenger experience for people who currently have to cover a long distance in order to reach transit service. Being able to take public transit into the neighborhoods where people live directly improves their access to other regional connections already taking place in Salem and Keizer with multiple transit providers, such as Cherriots Regional (SAMTD), Tillamook County Transit, Yamhill County Transit, South Metro Area Regional Transit

(City of Wilsonville), Cascades POINT (Amtrak), and Flixbus.

Environmental and Public Health

23. Describe how this project would go beyond providing an alternative to personal car use to reduce greenhouse gas emissions, reduce pollution, and/or support positive health outcomes. How does this project support applicant's climate planning efforts?

As more people access public transportation services, the number of vehicles on the roads will decrease and thereby decrease/reduce greenhouse gas emissions and pollution. In many locations throughout the SAMTD transit network, the walking distance to/from the nearest bus stop is more than a half mile, which is prohibitive for many individuals resulting in an increase in personal car use (single occupancy vehicle trips). Reducing walking distance and improving access in neighborhoods will increase ridership of vulnerable populations and the general public. The project also promotes positive health outcomes by providing individuals with accessible, low-cost transportation. Seniors, individuals with disabilities, individuals living below 200% of the Federal Poverty Level, refugees, veterans, other traditionally marginalized or disadvantaged groups, as well as general populations, will have better access to jobs, education, healthcare appointments, food and non-food shopping, and recreational opportunities that they may not have been able to access without public transportation.

Safety, Security, and Community Livability

24. Describe how the project would increase use and participation in active transportation, and support connections between transit and other travel modes like biking and walking.

Public transit is an active mode of transportation by definition due to the fact that people access the bus by either walking or biking to the bus stop. By making transit easier to use, this project will increase ridership, and therefore increase participation in active transportation by the communities served. The project will add more coverage and more frequency for current routes. Cherriots has seen clear evidence in all areas of its service area in Salem and Keizer, but also in its regional system that whenever more frequency is added to a bus route, more people begin to use it.

With smaller buses, SAMTD would be able to explore traveling down streets into neighborhoods that we cannot at this time, due to vehicle size constraints. This would provide better access for people who currently have a long walk to reach transit service. With better coverage of the Cherriots service area, transit becomes a viable option for more people. The project encourages transit use and, therefore, walking and biking by reducing the currently prohibitive distances to/from bus stops and lowering the barriers to accessing public transportation for people with limited mobility or other health concerns as well as improving safety during inclement weather.

25. Describe how the project would support and improve safety of passengers in transit vehicles and safety of other roadway users.

The smaller buses this project would fund are safer to operate on smaller, neighborhood streets; they would increase safety for passengers and for other roadway users.

With the smaller buses being able to go deeper into neighborhoods, passengers would be less likely to have to use busier streets to access public transportation.

Smaller vehicles are safer to use on smaller neighborhood streets in relation to navigating large buses compared to smaller buses in neighborhoods. Passengers are less likely to have to ride bikes on busy streets that may not have bike lanes and be less likely to have to walk on or cross busier streets if the vehicles are coming through their neighborhood.

Statewide Transit Network Connections

26. Describe how this project would support and improve the utility and connectivity of the Statewide Transit Network and/or create a foundation for future Statewide Transit Network

improvements.

This project would enable SAMTD to provide higher frequency connections to the Cherriots Regional bus network as well as other regional providers, therefore improving the utility of the statewide transit network. Currently, Cherriots Regional serves 17 other communities in Marion and Polk counties outside of Salem and Keizer. Additionally, three other regional transit providers serve stops at two SAMTD transit centers in Salem - Yamhill County Transit, Tillamook County Transit, and South Metro Area Regional Transit. Improving access to local transit by taking it into the neighborhoods where people live will improve their access to these regional connections and beyond.

Funding and Strategic Investment

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

During public outreach performed in 2022, Cherriots staff heard from hundreds of people that the transit service needs to be more frequent and accessible in order for it to be a viable option for them. Investment in this project would improve both the current and long-term needs of Cherriots, but also the Statewide Transit Network. This project investment will allow SAMTD to not run 35' to 40' buses on small neighborhood streets with small passenger loads. Additionally, this would let us reach farther into neighborhoods where larger vehicles can not provide service. It also opens up the opportunity to explore micro transit pilots in the SAMTD service area, which will provide more access to transit in the community. Additionally, this project would also make adding frequency or routes to the Cherriots system feasible. During peak pullout, SAMTD is at capacity with all buses currently deployed, which does not allow for expanding service. If not awarded the funds to add to our fleet, Cherriots may not be able to meet the needs of the community by operating deeper into the service area. Providing more transit and reduced distances to/from bus stops for all of the community as well as vulnerable populations helps meet Oregon's transit needs by taking transit to where people live.

28. If this project will last beyond the 2023-25 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

N/A

29. Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, type N/A.

N/A

30. Capital Asset Purchases

Describe proposed capital purchases. If no capital assets are included in your application, type N/A.

The proposed capital purchases are four low-floor cutaway buses. The buses will all be Ford Transit T250 with 10 ambulatory seats, two wheelchair positions, and eight to nine seats with ADA deployed.

Project Details

Task Category

Vehicle Purchase

Vehicle Purchase

Is this a vehicle expansion, vehicle replacement, or both?

Vehicle Expansion

Vehicle Expansion

Will you use the Oregon state price agreement contract?

Yes

Will this grant award support purchase of a used vehicle?

No

Vehicles to be purchased

Vehicle ALI	Make/Model	Quantity	Cost Each	Total	# of seats / # ADA stations	# of seats with ADA deployed	Fuel System	Est. Order Date	Est. Delivery Date
11.12.04 Bus < 30 FT	Ford Transit T250	4	\$267,630.00	\$1,070,520.00	10/2	8	Gas (G)	7/3/2023	7/3/2025

Total:
 4
Grand Total:
\$1,070,520.00

Total Project Cost (Grant Amount + Match Amount)

\$1,070,520.00

Project Task and Match Amounts

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF Intercommunity/5311f (80% State/Fed Share)
 \$856,416.00

Match Amount - STIF Discretionary/STIF Intercommunity/5311f (20% Local Share)
 \$214,104.00

Application Totals

Match Sources

Match Sources	Amount
Local	\$214,104.00

Are matching funds of at least 20% of project costs available if the project is awarded?

Yes

What percent of funds will be used for demand response transportation?

0%

Percent of funds used for fixed route transportation

100%

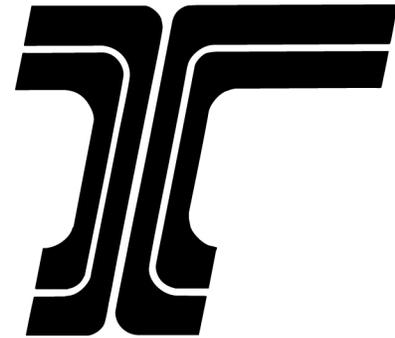
Note on Application Totals: If applying for 5311(f) Operating, a 50% match rate is applied to identified

Operating costs. However, the application form automatically applies a 20% match rate to the full Project Cost, including Operating costs. Therefore, Section 5311(f) applicants should ensure the accuracy of the Total Task Cost for each Task Category, as the 20% match rate will only apply to non-Operating costs in a 5311(f) grant award. The form is unable to calculate an accurate application total using two different match rates.

Application Totals Summary By Task - 20% Match Rate

Task Category	Task Project Cost	Task Grant Amount	Task Match Amount
Vehicle Expansion	\$1,070,520.00	\$856,416.00	\$214,104.00
Vehicle Replacement	\$0.00	\$0.00	\$0.00
Equipment Purchase	\$0.00	\$0.00	\$0.00
Facility Purchase	\$0.00	\$0.00	\$0.00
Signs/Shelters	\$0.00	\$0.00	\$0.00
Planning	\$0.00	\$0.00	\$0.00
Project Administration	\$0.00	\$0.00	\$0.00
Operating	\$0.00	\$0.00	\$0.00
Preventive Maintenance	\$0.00	\$0.00	\$0.00
Mobility Management	\$0.00	\$0.00	\$0.00
	Total Project Cost: \$1,070,520.00	Total Grant Amount: \$856,416.00	Total Match Amount: \$214,104.00

Oregon Department of Transportation



STIF Discretionary and Statewide Transit Network Application: FY 2023-25

Applicant Information

Agency Legal Name

Yamhill County

Project Title

YCT Replacement Buses

Agency Legal Address

535 NE Fifth Street, McMinnville, Oregon 97128

Application Contact Name

Cynthia Thompson

Application Contact Title

Transit Manager

Application Contact Email Address

thompsonc@co.yamhill.or.us

Application Contact Phone Number

(503) 474-4910

Name of Person Signing Agreement

Ken Huffer

Title of Person Signing Agreement

County Administrator

Email Address of Person Signing Agreement

hufferk@co.yamhill.or.us

Phone Number of Person Signing Agreement

503-434-7501

Agency Information

1. Transit Agency Type

County

1.A Does the agency have any existing grant agreements with ODOT?

Yes

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

Fixed Route

3. Would this award support ongoing operations of an existing service?

Yes

3.A Brief history of current project/service. What, if any, elements of the proposed project differ from existing efforts and services?

Replacement buses for fixed and commuter services to allow YCT to maintain and continue to implement STIF service improvements as approved in the STIF Plan.

Risk Assessment Information

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

No

5. 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

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

Automated

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

Yes

8. Did your staff members attend required training and meetings during the previous biennium?

Yes

9. Was your agency audited by the federal government in the past two years?

No

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

Yes

Agency Qualifications

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

Yamhill County and Yamhill County Transit Area have the technical, legal and financial capacity to accept STIF-D funds and to implement this project according to FTA /ODOT standards and to complete the project on time and on budget. The Transit program in Yamhill County is administered by a contract Transit Manager and the County contracts with a service provider/vendor to provide all aspects of transit operations and maintenance. Over the last five years Yamhill County has received millions of dollars in state and federal funds to purchase buses. The Transit Manager has over 30 years of experience and will manage the procurement process and manage all aspects of project management through completion and

delivery of the buses. The buses will be placed into service on time and on budget for all aspects of the project under the Transit Managers control. Obviously, supply chain issues may cause delays and are not controlled by the County or its staff or contractors

12. Certification of Compliance

By checking this box, the applicant certifies that if they are awarded funding, they will meet and ensure compliance for the term of the agreement 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.

Yes

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

No

14. If you seek the 10 percent match reduction, does the project meet one or more of the four factors identified in OAR 732-044-0005(4)(a)? Select each factor that you believe is exemplified by the proposed project.

Not applying for 10% match reduction

15. Will federal funds be used to complete this project?

No

Project Information

16.A Project Title

YCT Replacement Buses

16.B Describe the project to be funded. Clearly describe what the requested fund award would be used to accomplish, detailing the specific tasks and deliverables. Where relevant, identify the origin and destination of the proposed service as well as each municipality visited along the route. Please see page 7 of the application instructions for additional guidance on writing a project description.

Purchase two Category A buses (12-year/500,000 miles) to replace aging buses.

The estimate of \$720K as minimum project cost to allow the project to proceed is probably high. YCT decided to err on the side of caution due to recent experience with supply chain issues and increased costs for buses and parts. YCT expects a more solid estimate from vendor within next few days. YCT anticipates the minimum project cost may be closer to \$600-\$650K. Please contact Transit Manager if committee needs to know for final allocation decision.

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

\$720,000.00

18. Select the fund source(s) for which you would like to compete and that you believe your project is eligible to receive. Check all that apply.

STIF Discretionary

STIF Intercommunity Discretionary

FTA Section 5311(f) Intercity

19. Why is this an important project? What are the consequences of this project not receiving funding?

To ensure the Yamhill County Transit (YCT) fleet is in a state of good repair. Especially with supply chain

issues and delay in bus deliveries. It is important to continue to procure buses to maintain a quality fleet so YCT may provide services to residents, visitors, commuters etc. The YCT Transit Development Plan includes a fleet replacement plan, and this project is in accord with the TDP replacement goals.

20. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements?

No

Oregon Transportation Commission Investment Priorities

Equity and Public Transportation Service to Low-Income Households

21. Describe how this project would support and improve access for vulnerable populations and/or historically marginalized communities.

Yamhill County has a high percentage (36%) of low-income population (or households) within 200% of the poverty threshold. In the service area 14% are in poverty and 15% live with a disability and 15% are over 65. YCT services provide access to these populations and others increasing access to jobs, and vital life sustaining services. Maps and demographic information are available upon request, or you may refer to YCT's 5339 (b) application with attachments submitted in April 2022. A quality fleet with vehicles in state of good repair support all YCT services to the most vulnerable populations.

Refer to Attachment A: demographics of low-income populations within .50 miles of YCT routes.

Coordination of Public Transportation Services

22. Describe how this project would improve the passenger experience, benefit multiple transit providers, or involve consolidation, coordination, or resource sharing between agencies, including use of transportation data and technology.

All new buses ordered by YCT include numerous options to improve the passenger's experience. YCT recently added real time bus information and amenities on all buses such as LED next stop information, automated announcements for next stop, electronic display panels to share rider alerts and/or provide information to passengers. In addition, all buses are ordered with the Quantum automated wheelchair securement system so riders using wheelchairs can park and secure their wheelchairs without assistance from the driver. The real time system allows customers to download an app or access the information on YCT's website or via google and receive real time information about their bus route and their stop. The system also provides SMS messages announcing when the bus will arrive or depart at their stop. This improves transfers between systems. YCT connects with TriMet MAX in Hillsboro and with TriMet fixed routes and WES in Tigard. YCT also connects with Cherriots in West Salem and Tillamook Transit District at Grand Ronde Casino. Technology improves the passenger experience in numerous ways and also assists with coordination between systems. Riders can determine quickly if YCT routes will connect seamlessly with another systems routes/services. YCT shares information and resources with other agencies whenever possible. Benton County and Yamhill County Transit are working on a pilot project to share delivery of services between McMinnville and Junction City slated for implementation in 2024.

Environmental and Public Health

23. Describe how this project would go beyond providing an alternative to personal car use to reduce greenhouse gas emissions, reduce pollution, and/or support positive health outcomes. How does this project support applicant's climate planning efforts?

The buses purchased as part of this project will support YCT's fixed and commuter routes which include

STIF improvement projects. YCT provides vital services to residents, visitors, commuters etc. and offers access to employment, healthcare, and other services. It is beneficial to the environment when these trips can be made by bus rather than by single occupancy vehicle. It is difficult to calculate the exact savings of metric tons of CO2 annually since this project is a bus replacement project and not a bus expansion project or a service project. As soon as possible YCT plans to purchase electric or other alternative fuel buses. Yet, first YCT needs to complete its new Operations/Maintenance facility to accommodate the infrastructure necessary for these alternative fuel buses. If YCT purchases clean burning diesel buses, they are much better than even ten years ago for other pollutants that have an impact on public health. This report is a bit outdated but still holds true, according to a 2012 report by MJB&A presented to an east coast Clean Air Task Force; "Both new diesel and CNG buses have significantly lower emissions of nitrogen oxide (NOx), particulate matter (PM), and hydrocarbon (HC) than the older diesel buses they replace. According to EPA's MOVES emissions model a 2012 model year diesel bus emits 94% less NOx per mile, 98% less PM, and 89% less HC than a model year 2000 diesel bus. YCT is interested in purchasing renewable and/or bio diesel fuel and recently learned that TriMet and C-Tran purchase all the available renewable diesel in the area. YCT will continue to pursue other renewable diesel fuel options until a new YCT facility is built. The fact that YCT exists and provides transit services contributes to environmental goals. Several YCT service area census blocks are 80+ percentile for asthma, PM2, Diesel, and Traffic PM.

In addition, as it relates to positive health outcomes; Transit Riders Are More Likely to Reach Health Targets; According to a New York City Department of Health study which evaluated the health benefits of active transportation. "The results indicate that people who commute by walking, cycling or public transit achieve about twice the total (transportation and recreational) exercise as automobile commuters, and so are much more likely to achieve public health targets of thirty or more daily minutes of moderate physical activity. "Recreation And Transportation Exercise by Commute Mode (NYCDH 201

Safety, Security, and Community Livability

24. Describe how the project would increase use and participation in active transportation, and support connections between transit and other travel modes like biking and walking.

Replacement buses support existing and future transit services throughout Yamhill County. The connection between biking, walking, and transit is important and a strong link for improving mobility options. Some trips can be made by walking and/or biking yet many need the addition of transit to bridge the gap for longer trips. YCT has many riders who bike and walk and utilize YCT's bicycle racks that accommodate three bicycles. YCT changed from a system that only accommodated two bikes to a rack to a system that accommodates three bikes, and these were installed on all local and commuter routes about five years ago. YCT's new real time information system includes mobile data terminals (MDT"s) on all buses and allow drivers to count every bike that is placed on a bus. The system now tracks the usage of bikes and wheelchairs on all local and intercity routes.

25. Describe how the project would support and improve safety of passengers in transit vehicles and safety of other roadway users.

All new buses are low floor ramp access coaches. This style of bus improves safety for older adults and people with disabilities, it provides easier and safer access when boarding and deboarding. All new buses are ordered with cameras inside and outside to improve safety for the driver, the customers and the roadway users. The camera system is extremely beneficial in risk management should an accident ever occur. The new triangle light on the rear of the bus alerting other drivers that the bus is pulling away from a stop is another safety improvement. The Quantum wheelchair securement system improves safety for the customer and the drivers when securing a wheelchair. It eliminates the need for the driver to bend over to secure a wheelchair or interact with the wheelchair user in ways that could potentially create safety issues. YCT is always making safety improvement adjustments when ordering new buses, a recent adjustment was related to the bike racks and the old rack blocked the headlights more than desired.

YCT made adjustments to fix and improve these conditions. YCT added additional lighting on the inside of the buses to improve the customer's experience.

Statewide Transit Network Connections

26. Describe how this project would support and improve the utility and connectivity of the Statewide Transit Network and/or create a foundation for future Statewide Transit Network improvements.

This bus replacement project supports Yamhill County Transit's current and future intercity services which include connections between McMinnville and Grand Ronde where riders can connect to Tillamook Transit and get to the coast and access other coastal transit providers. YCT services link McMinnville to West Salem where Cherriots links them to downtown Salem and surrounding areas and to other transportation providers operating in the Willamette Valley. YCT service between McMinnville and Tigard and Hillsboro make connections to TriMet fixed routes, MAX, and WES. WES connects with SMART and CAT. A recent example of the value of these intercity connections was an article in the New York Times about transit and the wine industry where the author rode transit from the airport to McMinnville via TriMet and YCT to explore our beautiful wine country and wrote about the fact a person could use an alternative mode to reach Oregon's wine country. These connections are vital to improving and supporting the Statewide Transit Network. Attachment B YCT System maps and Attachment C New York Times article.

Funding and Strategic Investment

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

Yamhill County has made a large investment in the transit system over the last ten years. The State of Oregon and the Federal Transit Administration has invested millions of dollars into Yamhill County Transit. The fleet is in very good condition and improved significantly over the last seven years going from a fleet with nearly 70% of the fleet beyond FTA useful life standards to a fleet where 93% of the active fleet meets FTA standards and is in a state of good repair. YCT completed its first comprehensive Transit Development Plan adopted in December of 2018 and this plan outlines the current need and long-term goals for Yamhill County Transit as it relates to Oregon transit needs. Ensuring the system has a quality fleet in a state of good repair is a critical component to a sustainable transit system. A transit system has numerous benefits to the overall transportation system including but not limited to; energy savings and emission reductions, congestion reductions, road and parking facility cost savings, consumer savings, improved mobility for non-drivers and the aging population, support for strategic land development objectives, and even improved public fitness and health. Yamhill County Transit is committed to providing services that are accessible for people of all ages and abilities. The new buses purchased with this grant will provide state of the art features making it easy for all types of riders to access the services they need or desire. This project is in line with bus replacement goals outlined in the Transit Development Plan.

28. If this project will last beyond the 2023-25 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

N/A

29. Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, type N/A.

N/A

30. Capital Asset Purchases

Describe proposed capital purchases. If no capital assets are included in your application, type N/A.

Purchase two (2) Category A transit coaches estimated cost of \$720,000 each or \$1,440,000.00. The useful life of these vehicles is 12 years/500,000 miles

YCT policy is low floor ramp access vehicles. These vehicles will meet all ODOT/FTA requirements such as Buy America etc. The cost estimate for this project may be high so the estimate should be updated

prior to final decision.
 Refer to Attachment D_ Yamhill County Letter regarding match funds.

Project Details

Task Category
 Vehicle Purchase

Vehicle Purchase

Is this a vehicle expansion, vehicle replacement, or both?
 Vehicle Replacement

Vehicle Replacement

Vehicles to be replaced

Year	Make	Model	Vehicle ALI	VIN	# of seats	# of ADA stations	Fuel Systems	Current Mileage	Date Mileage Recorded
2001	BlueBird	CSRE 3204	11.1X.02 Bus STD 35 FT	1BAG GBPA5 1F099 430	35	33	Diesel (D)	97,965	9/30/2022
2001	Gillig	Phantom	11.1X.01 Bus STD 40 FT	15GCA 181211 111327	30	28	Diesel (D)	493,338	9/30/2022

Condition of Vehicles

VIN	Condition	Explain vehicle maintenance history, right-sizing justification, etc.
1BAGGBPA51F 099430	Poor	Purchased from another agency and assume the mileage is 1 million 97,965. Has met useful life considering it is a 2001 bus. Replacing this vehicle will allow YCT to purchase a bus similar to the rest of the fleet.
15GCA1812111 11327	Marginal	Purchased from a University - meets useful life standard and YCT's policy for ramp access will be realized when this bus is replaced. It is one of the few left in the fleet with a wheelchair lift.

Will you use the Oregon state price agreement contract?
 No

If no, describe the needs not addressed in state contracts

The answer is Maybe. YCT is looking at Vicinity buses which are not currently on the state price agreement but are anticipated to be added soon. If they are not added and YCT determines it is the best option, then YCT will prepare a complete RFP to meet FTA/ODOT guidelines or choose a bus from a vendor already on the state price agreement contract.

Vehicles to be purchased

Vehicle ALI	Make/ Model	Quantity	Cost Each	Total	# of seats / # ADA stations	# of seats with ADA deployed	Fuel System	Est. Order Date	Est. D elivery Date
11.12.03 Bus 30 FT	Vi30	2	\$720,000.0 0	\$1,440,000. 00	27	25	Diesel (D)	8/7/202 3	5/30/2 025

Total:
 2
**Grand
 Total:**
 \$1,440,000.
 00

Total Task Cost (Grant Amount + Match Amount)
 \$1,440,000.00

Project Task and Match Amounts

20% Match Rate Calculations

**Grant Amount - STIF Discretionary/STIF
 Intercommunity/5311f (80% State/Fed Share)**
 \$1,152,000.00

**Match Amount - STIF Discretionary/STIF
 Intercommunity/5311f (20% Local Share)**
 \$288,000.00

Application Totals

Match Sources

Match Sources	Amount
State	\$288,000.00

**Are matching funds of at least 20% of project
 costs available if the project is awarded?**
 Yes

**What percent of funds will be used for demand
 response transportation?**
 0%

**Percent of funds used for fixed route
 transportation**
 100%

Note on Application Totals: If applying for 5311(f) Operating, a 50% match rate is applied to identified Operating costs. However, the application form automatically applies a 20% match rate to the full Project Cost, including Operating costs. Therefore, Section 5311(f) applicants should ensure the accuracy of the Total Task Cost for each Task Category, as the 20% match rate will only apply to non-Operating costs in a 5311(f) grant award. The form is unable to calculate an accurate application total using two different match rates.

Application Totals Summary By Task - 20% Match Rate

Task Category	Task Project Cost	Task Grant Amount	Task Match Amount
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Vehicle Expansion	\$0.00	\$0.00	\$0.00
Vehicle Replacement	\$1,440,000.00	\$1,152,000.00	\$288,000.00
Equipment Purchase	\$0.00	\$0.00	\$0.00
Facility Purchase	\$0.00	\$0.00	\$0.00
Signs/Shelters	\$0.00	\$0.00	\$0.00
Planning	\$0.00	\$0.00	\$0.00
Project Administration	\$0.00	\$0.00	\$0.00
Operating	\$0.00	\$0.00	\$0.00
Preventive Maintenance	\$0.00	\$0.00	\$0.00
Mobility Management	\$0.00	\$0.00	\$0.00
	Total Project Cost: \$1,440,000.00	Total Grant Amount: \$1,152,000.00	Total Match Amount: \$288,000.00

Document Upload (Optional)

Attachment A_YCT Demographic Low Income Stats.xlsx

Attachment B-YCT_SystemMap_Service Area.pdf

Attachment C_NY Times Article 2022.pdf

Attachment D_Yamhill County Match Letter_STIF-D.pdf

City of McMinnville Support Ltr_YCT STIF-D 2022.pdf

COG Support Letter YCT STIF-D 2022.pdf

Agenda Item 3

ODOT Innovative Mobility Program (IMP) Micro-Grants

**Mid-Willamette Valley Area
Commission on Transportation
(MWACT)**

February 2, 2023

Oregon Department of Transportation: Innovative Mobility Program

What is the Innovative Mobility Program?

The Innovative Mobility Program (IMP) is a new initiative from the Oregon Department of Transportation that aims to improve access to public transportation, reduce the number of trips Oregonians make by car, and reduce greenhouse gas emissions. The IMP has a special focus on [social equity](#) and helping historically excluded groups get where they need to go more quickly, cheaply and safely. The IMP is funded by the Infrastructure Investment and Jobs Act, passed by Congress in November 2021, as well as state of Oregon funding. The program has a total of \$20 million for grants, contracts and administration from 2022-27.

ODOT is engaging communities, government agencies and transportation providers to find out which services people need, who is interested in providing them and what the barriers are to taking part in the program, especially for members of historically excluded groups.

Is the IMP a competitive grants program?

The IMP will include competitive grants and contracted services. Grants will be awarded on both an annual and ongoing basis and judged on how well they meet the needs of historically excluded groups. Contracts will be awarded through a competitive public process. There is also a \$5,000 micro-grant program that is already up and running.

What is a “historically excluded group?”

ODOT is taking a wide view of what “historically excluded” means. BIPOC communities, those living on low incomes, living with disabilities, seniors and young people and LGBTQ+ are some examples, but projects serving any group that has been excluded or whose needs haven’t been met by our existing transportation system will be prioritized.

Who is eligible?

A broad range of organizations can apply for IMP funding, including:

- 501(c)(3) nonprofits and businesses providing community services.
- Tribal, state, regional and local government agencies.
- Metropolitan planning organizations and transportation management associations.
- Public schools and universities
- Transit agencies and transportation service providers.

What kinds of services will the Innovative Mobility Program fund?

The program can fund many transportation-related activities including (but not limited to):

- Pedal and electric bike lending libraries and bike shares.
- Electric scooter shares and lending libraries.
- Transportation wallets (which offer passes and credits for use on transit, bike-share, e-scooters, ride-share, and car-share in one package).
- Subsidized transit fares.
- Carpools and vanpools.
- Equipment (e.g., bike locks and helmets).
- Infrastructure (e.g., bike racks, safety signage, more accessible transit stops).
- Training and information (e.g., bike and scooter training, safety training, navigation training).
- Any other innovative services that achieve desired outcomes of making it easier to walk, bike, roll, share rides or take transit in an equitable and sustainable manner.

To find out more, email: Dorian.Pacheco@odot.oregon.gov

[Oregon Department of Transportation : Innovative Mobility Program : Public Transportation : State of Oregon](#)

ODOT's Innovative Mobility Program

December 2022

ODOT's [Innovative Mobility Program](#) offers several funding opportunities, including \$5,000 micro-grants on a rolling basis. Below is the list of the latest awardees.

Summary of approved micro-grant applications as of 12/12/2022:

Organization	Description	Location	Amount Received
Anson's Bike Buddies	Bike helmets and locks for low-income children	Hood River	\$5,000
Blanchet House of Hospitality	Recurring monthly bike repair clinic for people with low incomes and people without housing	Multnomah	\$3,000
Cascadia Mobility	Bike helmets for people with low incomes	Lane	\$5,000
Community Cycling Center	Bikes, helmets and safety education for children during holiday bike drive	Multnomah	\$5,000
Commute Options	Bike helmets for children participating in Safe Routes to School programs	Multiple counties in central Oregon	\$5,000
Eugene Whiteaker International Hostel	Bike sharing station for people with limited English proficiency and temporary jobs	Lane	\$5,000
Familia Unida Bike Builders	Bike helmets, bike repair and safety education for low-income and at-risk youth	Jackson	\$5,000
Jazz Not War	Subsidized public transit fare, bike helmets, bike locks and minor bike repairs	Multnomah	\$5,000
Metropolitan Family Service	Helmets and bike locks for e-bike program	Multnomah	\$5,000
Neighborhood Health Center	Transportation wallets for people with low incomes in the farm-working and Latinx communities	Multnomah	\$5,000
Oregon Chinese Coalition	Assistance for Taishanese and Cantonese-speaking Chinese-American seniors	Multnomah	\$5,000
Portland Playhouse	Bike rack installation for organization where most staff identify as Black, Indigenous or People of Color (BIPOC)	Multnomah	\$4,715
Sara Bellum's Bakery and Workshop	Bike helmets and safety education for people with disabilities, low incomes and traumatic brain injuries	Multnomah	\$5,000

Organization	Description	Location	Amount Received
Springfield Public Schools Motor Team	Adaptive bikes and trikes, locks and helmets for children with disabilities	Lane	\$5,000
The Gate Youth Association	A bike repair station, distribution of helmets, lights and locks, and bike repair events for youth	Polk	\$5,000
United Way of Columbia County	Pedestrian, bicycle and transit maps for seniors	Columbia	\$5,000
Wallowa Mountains Bike Club	Bike helmets and bike refurbishing for children from low-income and rural homes	Wallowa	\$5,000
Wallowa School District	Bike racks and locks for students	Wallowa	\$4,858
		TOTAL	\$87,573