

OREGON DEPARTMENT OF TRANSPORTATION  
PUBLIC TRANSIT DIVISION

2006-07

# BUSINESS OVERVIEW

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& AGREEMENTS EFFECTIVE JULY 2006



CREATED

SEPTEMBER 25, 2006

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# INTRODUCTION

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## **VISION FOR PUBLIC TRANSPORTATION**

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In the long term, create a universally accessible public transportation system in order to increase quality of life for all Oregonians through increasing mobility, reducing congestion, stimulating the economy, and conserving critical resources. In the short term, maximize investment in public transportation and reduce single occupancy vehicle trips.

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## **PUBLIC TRANSIT DIVISION'S ROLE**

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Public Transit Division provides grants, policy leadership and technical assistance to communities and local transportation providers to provide transportation to people. The division also develops and encourages the use of transit, ridesharing, telecommuting, alternative work schedules, walking, bicycling and other options to driving alone during peak travel times.

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# INDUSTRY

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## RESOURCES

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Transit providers have access to an array of funding sources, each with its own requirements and use restrictions. This presents some opportunities but also some challenges, especially for the smaller providers. Coordination of resources is a key issue within the federal reauthorization - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU compels agencies to create plans designed to address ways to coordinate transportation services between transportation providers (whose fund sources are primarily focused on developing a transportation system, or system-based) and human service providers (whose funds are based on getting a specific client to a specific location, or client-based).

The state's larger transit providers rely principally on local revenues, while small transit providers are more dependent on state and federal assistance. The bigger systems also receive a larger percentage of their operating revenues from fares.

State dollars are distributed to local service providers in two ways: (1) through a formula based primarily on service-area population, and (2) through a biennial competitive discretionary grant solicitation that combines the multiple sources of federal and state funding.

### ODOT FUNDING

Through the Special Needs Transportation Program, state Special Transportation Funds (STF, O.R.S. 391) provide financial support to designated counties, transit districts and Indian tribal governments for special transportation services benefiting seniors and people with disabilities (SPDs). The majority of STF (75%) are allocated on a population-based formula. The remaining funds are distributed through competitive discretionary grants.

The division also distributes discretionary money from the STF program and the USDOT Federal Transit and Federal Highway Administrations, providing discretionary grants for vehicles, capital investments (computers, passenger shelters and bus barns) and operating assistance.

Statewide and Metropolitan Planning funds (49 U.S.C. 5303) are distributed via formula to Metropolitan Planning Organizations (MPOs) in addition to being distributed by agreement for the purposes of transportation planning and coordination.

The Rural General Public Program funds (49 U.S.C. 5311) support general transit services provided by agencies in non-urban areas. The Rural Transit Assistance Program (5311(b)) provides funding for transportation provider training and technical assistance. The Intercity Bus Program (5311(f)) provides grants to intercity bus operators, public agencies and private non-profit agencies to provide a reliable network of interconnected and accessible passenger services between cities with populations of 2,500 or more.

Transportation Options Program (120 U.S.C. 23) projects focus on providing education and information regarding alternatives to driving alone, as well as development of vanpools and other services. Funding is provided to support urban area programs, and to develop and distribute a statewide marketing campaign.

ODOT also operates the Oregon Transportation Infrastructure Bank (OTIB) Program. The OTIB is a statewide revolving loan fund designed to promote innovative financing solutions for transportation needs. These loans can be used to meet federal matching requirements.

#### NON-ODOT FUNDING

Local community fund sources include property tax revenue, payroll and bond levies, fare box revenue, other sales and services, service contracts, foundation grants and donations. Some rural counties also receive significant timber proceeds directly from the federal government. Local funds are critical because they provide stability, a sense of ownership and the matching funds required by most grants.

Through the Urbanized Area Formula Program (49 U.S.C. 5307), the Federal Transit Administration provides grant funds directly to urbanized areas of 50,000 or more population.

The Department of Human Services provides significant transportation funding for client-based transportation services. Transportation allows clients to access DHS services, and DHS spends approximately \$44 million per year on such access. Approximately 80% of the transportation services are non-emergent medical trips for Medicaid clients.

The Department of Energy, through their Business Energy Tax Credit program, allows an eligible recipient to transfer their tax credit to a pass-through partner for a lump-sum cash payment. Transportation projects, including bicycling, car sharing, commuting, telework, transit passes and more, may be eligible.

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### PROVIDERS

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Oregon's locally operated public transportation system has over three hundred transportation providers, including mass transit districts, transportation districts, city and county providers. Many are small private non-profits serving SPDs. The state's largest provider is TriMet, whose district boundaries cover most of the metropolitan areas of Washington, Multnomah, and Clackamas Counties.



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## SERVICES

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Services vary from senior center transportation in Lake County to urban transit providers like TriMet in Portland. Generally, larger urban areas have more comprehensive, fixed route public transportation services, while small, rural providers may have demand responsive (dial a ride) service.

Oregonians took 111.7 million rides in urban transit districts and 5.6 million rides in rural areas in 2005. SPDs took 3.6 million van or volunteer trips, and total trips provided averaged more than 32 rides per Oregonian.

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# PUBLIC TRANSIT DIVISION

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## VISION

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To provide a means of financial assistance and coordination to meet the state's mobility needs and to make public transportation an effective and responsive force in achieving goals for social, economic and environmental development and conservation of critical resources.

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## PROGRAM PERFORMANCE MEASURES

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Overall, public transit ridership growth is constrained. Demand continues, but capacity for providing services has been limited by additional costs. This trend is expected to continue in the 2007–2009 biennium. Need for rural and special needs transportation is expected to continue to grow. Oregon's recent urban, rural, and special transportation rides are as follows:

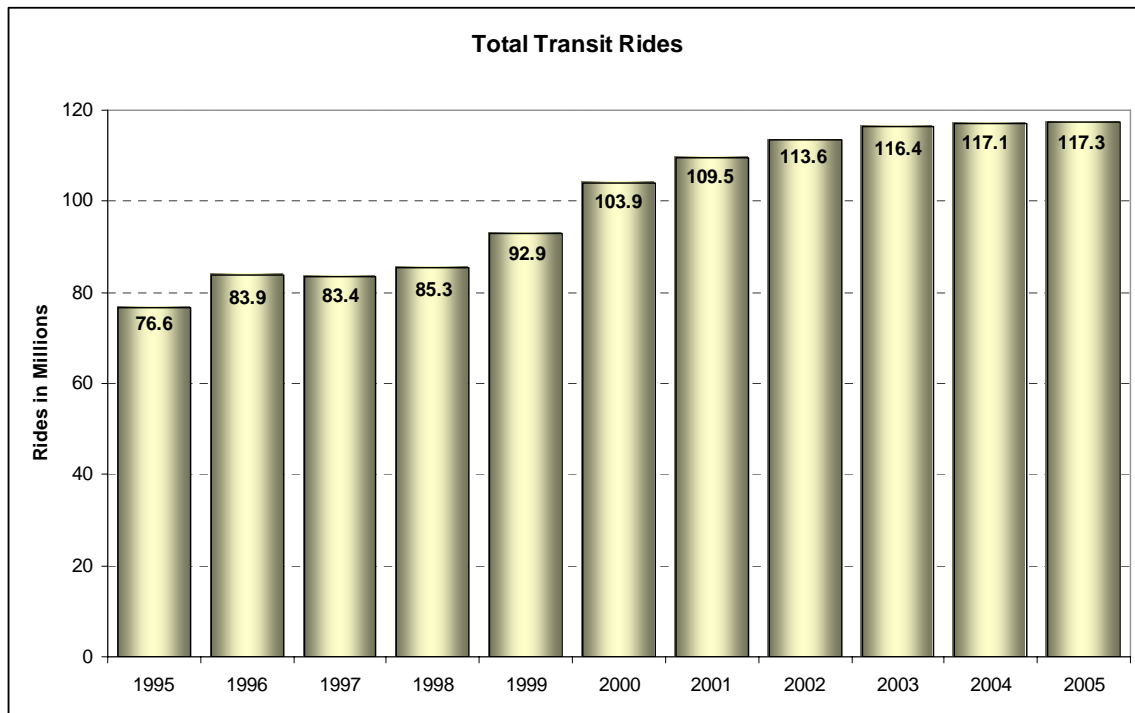


Figure 1 - Source: ODOT PTD Quarterly Reporting

SPECIAL NEEDS TRANSPORTATION

Public Transit Division programs are targeted to achieve ODOT goals for air quality, travel access and mobility needs. The division offers mobility grants so SPDs living in rural communities will have rides that contribute to independence and quality of life.

This performance measure reflects the annual average of rural and special transportation rides available per SPD. This is determined by the number of annual trips reported by special transportation providers divided by the estimated of total SPDs in Oregon.

The goal measures success toward preserving and improving alternative travel access levels for SPDs. Average available rides decreased through the 1990s as senior populations increased and transportation resources were static. In 1992, rides averaged seven per year, dropping to a low of four per year in 1999.

The goal for 2006-07 is to restore the average number of rural and special transportation rides available per individual to at least the prior level of service of seven rides available per person per year. The trend shows the investment strategy is working and rides per person are reaching previous levels.

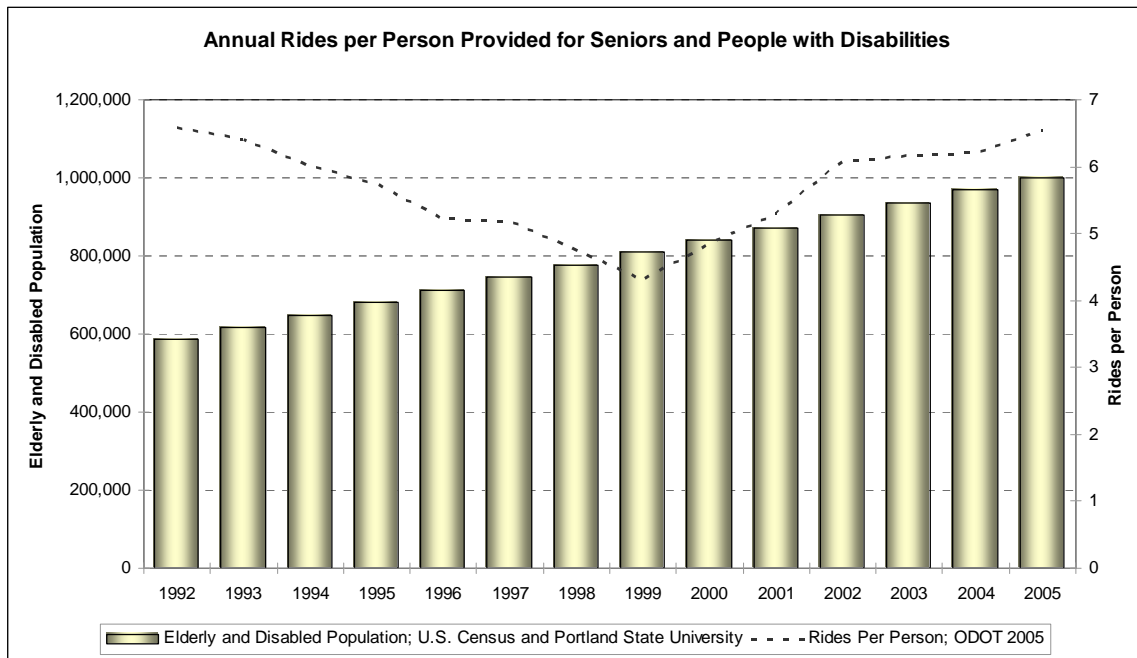


Figure 2 - Source: ODOT PTD Quarterly Reporting

INTERCITY PASSENGER

The goal is to provide 95% of all communities with a population of 2,500 or more with accessible bus service to the next regional service market and to statewide and regional intercity transportation service. In 2005, regional and local providers have been successful in

maintaining existing service levels despite Greyhound’s withdrawal from unprofitable, rural long-distance routes. The goal for 2007–2009 biennium is to achieve the goal of 95%.

|               | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 |
|---------------|------|------|------|------|------|------|------|------|
| <b>Actual</b> | 66%  |      | 76%  |      | 90%  | 90%  |      | 90%  |
| <b>Target</b> |      |      |      |      |      |      |      | 95%  |

*Source: PSU Population Data and ODOT PTD Intercity Passenger Timetables*

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## RESOURCES

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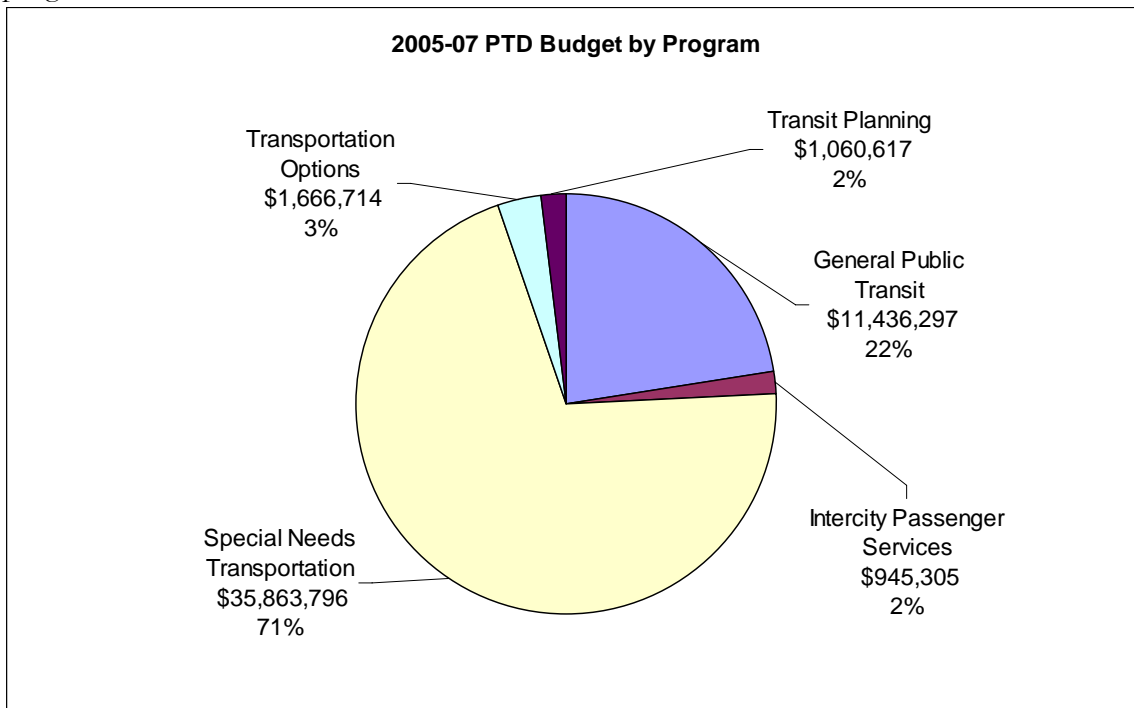
Public Transit Division receives federal funding through the Federal Transit and Federal Highway Administrations. Additionally, the division receives state funding derived from non-highway gas tax, cigarette tax, and identification card revenues. More information on available revenue is on Page 15.

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## PROGRAMS

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The division budget is divided into five topical programs. The division itself performs a variety of activities, including administration, training, and other programmatic support, so a sixth section has been included to reflect these activities undertaken on behalf of multiple programs.



*Figure 3 - Source: ODOT PTD Legislatively Approved Budget*

## SPECIAL NEEDS TRANSPORTATION

State and federal funds are distributed via formula and competitive, discretionary grants through the Special Needs Transportation Program.

State funds for services benefiting SPDs are available through the Special Transportation Fund (STF). STF is allocated to transportation districts, counties, and Oregon tribes to provide SPD transportation services. Sources of STF include cigarette tax, state identification card fees, and non-highway use gas tax revenues. Seventy-five percent of funds are distributed as formula grants based on population. The other 25% of the STF is distributed with federal funds as competitive discretionary grants. STF is the most flexible discretionary funding source and is often used as required local match for federal funds.

Federal grants within this program fund vehicles, capital investments (computers, passenger shelters and bus barns) and operating assistance for SPD services via competitive, discretionary grants.

## GENERAL PUBLIC TRANSIT

The division administers a federally funded capital grant program that helps public entities replace transit vehicles that do not meet federal condition standards. This helps communities provide general public transit service with vehicles that are safe, appropriately designed for the route and in good condition.

The division provides grants and technical assistance within and between rural communities below 50,000 population, supporting Oregon's goals for productive and healthy communities. Thirty-six rural communities around the state receive annual grants through this federally funded program. The program also provides funding for a "new start" of rural public transportation.

The federal Jobs Access and Reverse Commute (JARC) program is distributed to states on a formula basis to support local agency projects. Projects are awarded for "the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment." The division provides technical assistance to local agencies and provides grant funding for employment-related transportation for low-income workers.

## TRANSPORTATION OPTIONS

The Transportation Options Program helps fund the development of services and facilities that increase transportation system efficiency and improve citizens' mode choices. The program helps ODOT achieve national and state goals for land use, air quality, congestion management, energy conservation and promotion of commuters' mobility alternatives. Examples include rideshare programs, park-and-ride lots, telecommuting, marketing, consumer education and information as well as incentive programs to encourage the use of alternatives to driving alone.

## TRANSIT PLANNING

The Transit Planning Program supports statewide transit planning and policy development. Division staff provides technical expertise in plan review for local, regional, and statewide plans to ensure the appropriate consideration of public transit needs. The division administers federal funds for Metropolitan Planning Organizations in the Eugene, Portland, Salem, Bend, Corvallis, and Medford areas for use in cooperative, continuous and comprehensive planning programs for transportation investment decision-making at the metropolitan area level. The division also manages financial assistance for statewide planning and other technical assistance activities, planning support for non-urbanized areas, research, development and demonstration projects.

## INTERCITY PASSENGER

This program promotes intercity passenger services, connecting rural communities through incentive funding, information and vehicle purchases. Emphasis is placed on connecting communities of 2,500 or more with the next larger market economy and connecting bus, rail and air. Biennial discretionary grants are offered to assist public and private providers to fill gaps among rural intercity connections.

As part of this program, ODOT will launch an expansion of the existing TripCheck website that will provide information about public transportation options throughout Oregon. The site will give detailed information about providers, services, routes, contact information and link to provider websites. Launch is scheduled for early 2007 and will include information from over 225 transportation service providers.

## STATEWIDE PROGRAMS/ADMINISTRATION

Several division activities include (and costs are shared by) all of the various programs, including work with the Public Transportation Advisory Committee (PTAC) and the Oregon Transportation Commission (OTC). The division also works closely with industry groups, trainers, and universities to provide valuable training through conferences, workshops and classes. Finally, the division manages a biennial competitive discretionary grant solicitation.

The biennial competitive discretionary grant solicitation is a major division activity. Staff designed the process to allow applicants to submit a single application packet; proposals are considered by merit and need, and the funding is awarded based on the most efficient way to use the various funds with different eligibility criteria and match rates.

The PTAC and OTC approve the grant selection process for the division and issue general policy guidance. The division also supports the PTAC, which provides input into the Oregon Transportation Commission and Public Transit Division on significant transportation issues. PTAC comprises transportation providers from around the state as well as representatives from other stakeholders groups like the Governor's Commission on

Senior Services, Statewide Independent Living Council, Department of Human Services and Oregon Disabilities Commission.

Recently, the OTC expectation is that the division plays a larger role in shaping public transportation policy. Related to this end, the OTC approved funding to support innovations in public transportation. This additional emphasis area will be included in the next discretionary grant cycle.

The Oregon Public Transit Information System (OPTIS) is also under development. This information system will provide valuable management information, establish consistent financial controls and streamline grant administration.

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### DECISION STRUCTURE

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Public Transit Division awards funding via a mixture of formula and competitive discretionary grants. Formula grants are distributed annually through the Rural General Public and Special Needs Transportation Programs. For local providers, STF funding distributed through the Special Needs Transportation Program often comprises required matching funds for federal dollars, such as Rural General Public formula grants. Rural General Public formula grants are in turn a major source of funding for most rural transportation providers.

In addition to the annual formula grants, during each biennium the division conducts a competitive grant solicitation and chooses the best projects for funding through discretionary grants. Staff recommendations are reviewed by the PTAC and are ultimately approved by the OTC. The following is the timeline for the division's competitive discretionary grant process:

#### 2007-09 TIMELINE

- Aug. 2006 ..... Prepare application and resource expectations
- Sept. 2006 ..... PTAC reviews criteria, set goals and initial funding allocation
- Oct. 2006 ..... OTC adopts the 2007-09 program outline
- Oct. 2006 ..... Release competitive grant application
- Jan. 2007 ..... Applications due for competitive and formula programs
- March 2007 ..... Division makes project decisions
- March 2007 ..... PTAC endorses 2007-09 selections
- April 2007 ..... OTC approves 2007-09 Business Plan and project selections



May 2007 ..... Execute agreements

July 2007 – June 2009 ..... Administer agreements

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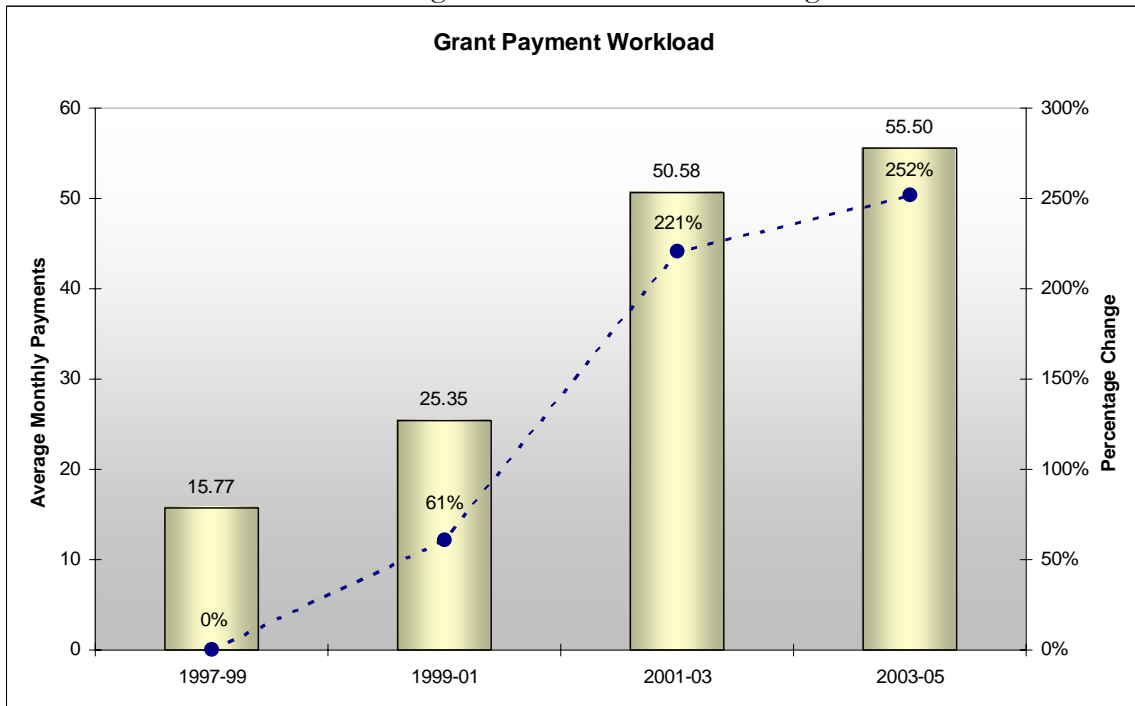
### GROWTH MANAGEMENT

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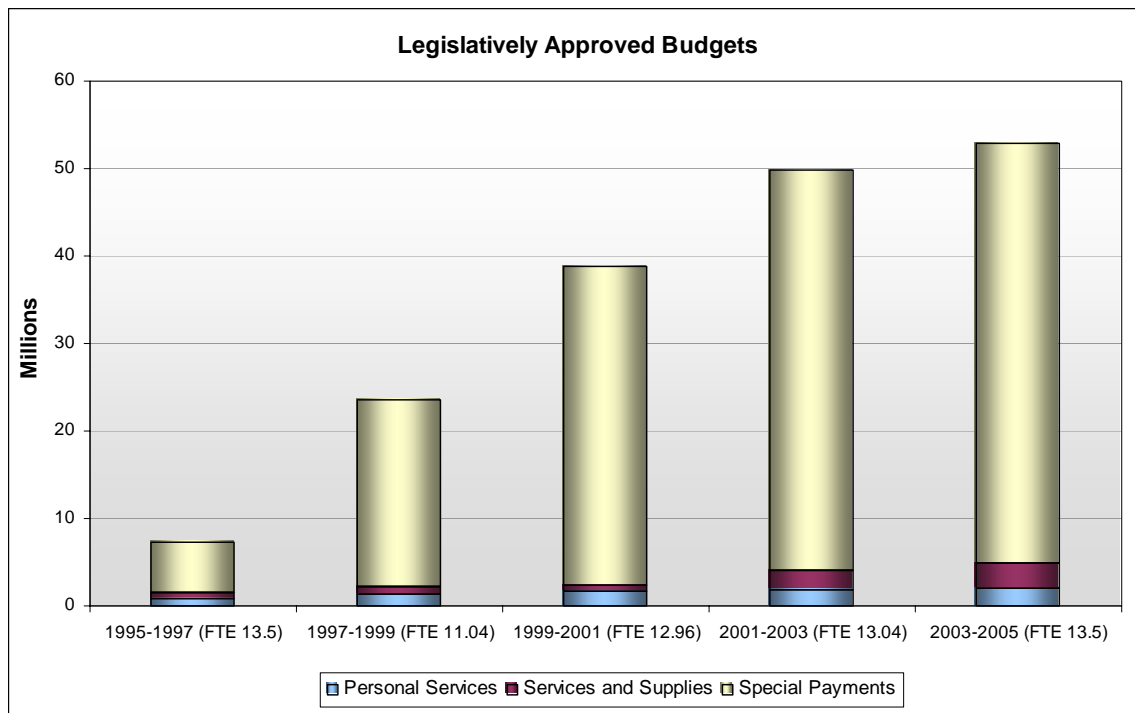
The division has experienced high workload growth over the last decade without a commensurate increase in staffing (see Figures 4 and 5 on the next page) or information systems. The increased workload comprises concurrent increases in grant processing by over 250%, new programmatic responsibilities, and support for PTAC.

In an attempt to manage this growth without the benefit of any comprehensive information system or sufficient on-staff financial expertise, division staff created independent information sources without consistent financial controls. As a result, information produced by the system was insufficient and extremely susceptible to human error. A new grant management database is in development and will establish appropriate financial controls with vastly improved management and fiscal reporting capability. Even with the multiple efficiencies that will be gained through the system, improved workflow and a more streamlined discretionary grant process, the new federal transportation reauthorization (SAFETEA-LU) is projected to further increase funding and associated workload for the division. Additionally, PTAC staff support will likely increase as the committee more comprehensively participates in transportation policy issues though more substantive review of division business practices and funding decisions.

Crucial, strategic decisions about the division’s role in advancing the state’s vision for public transportation remain. If investment decision making is to remain at the state level, the division needs increased staffing levels over the short and long terms.



Figures 4 and 5 – Source: ODOT TEAMS Financial Reporting System




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### REVENUES AND PROJECTS

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The following section lists available revenue as of July 21, 2006 (state cash balance plus allocated federal funding) and revenue anticipated for the remainder of the biennium (budgeted state funding and federal funding as noticed in the Federal Register).

The next tables show open subgrants as of July 21, 2006 by total project amount. For the subgrants listed, balance owed will be less than the amount shown. Total balance owed on all open subgrants as of that date was \$26.7 million (all funds). Also as of that date, there were \$7.1 million in grants remaining to be written and \$1.9 million in projected administrative costs for the remainder of the biennium.

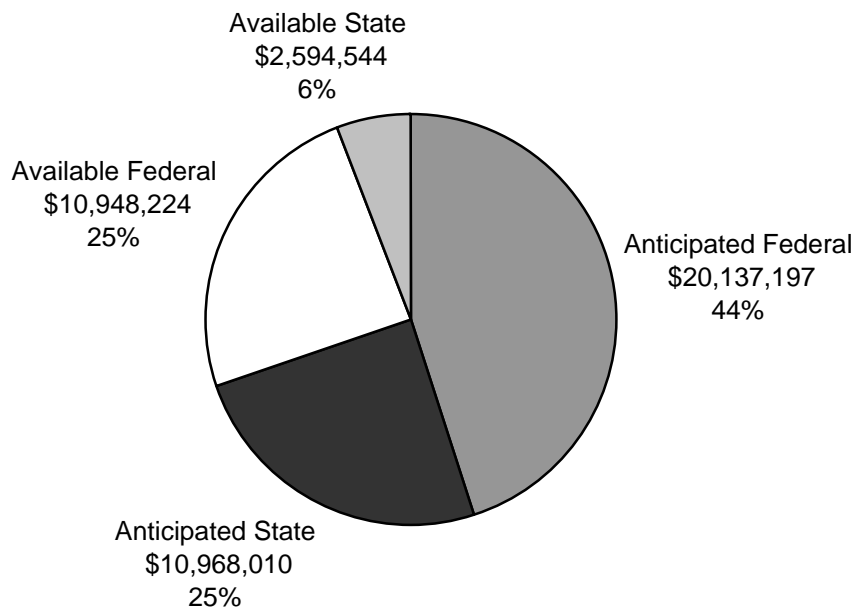
Available and anticipated funding as of a given date and grant project totals will not yield a useful comparison. To provide a complete accounting of budget limitation, revenues, expenditures and future obligations is beyond the scope of this Business Overview.

**2006-07 REVENUES BY FUND SOURCE**

**REVENUE BY FUND SOURCE** \$ 44,647,975

| <i>Revenue Source</i>          | <i>Available</i>     | <i>Anticipated</i>   | <i>Total</i>         |
|--------------------------------|----------------------|----------------------|----------------------|
| <b>FEDERAL FUNDS</b>           |                      |                      |                      |
| Statewide Planning             | \$ 689,620           | \$ 844,669           | \$ 1,534,289         |
| Capital Special Needs          | \$ 1,935,836         | \$ 10,174,805        | \$ 12,110,641        |
| Rural General Public           | \$ 6,324,343         | \$ 8,514,272         | \$ 14,838,615        |
| Job Access and Reverse Commute | \$ 19,086            | \$ 603,451           | \$ 622,537           |
| United We Ride                 | \$ 35,000            | \$ -                 | \$ 35,000            |
| Transportation Options         | \$ 1,944,339         | \$ -                 | \$ 1,944,339         |
| <b>Subtotal Federal Funds</b>  | <b>\$ 10,948,224</b> | <b>\$ 20,137,197</b> | <b>\$ 31,085,421</b> |
| <b>STATE FUNDS</b>             |                      |                      |                      |
| Balance Forward                | \$ 2,594,544         |                      | \$ 2,594,544         |
| Non-Highway Gas Tax            | \$ -                 | \$ 3,185,427         | \$ 3,185,427         |
| Identification Card Fees       | \$ -                 | \$ 2,891,676         | \$ 2,891,676         |
| Cigarette Tax                  | \$ -                 | \$ 4,815,907         | \$ 4,815,907         |
| Interest                       | \$ -                 | \$ 75,000            | \$ 75,000            |
| <b>Subtotal State Funds</b>    | <b>\$ 2,594,544</b>  | <b>\$ 10,968,010</b> | <b>\$ 13,562,554</b> |
| <b>TOTAL</b>                   | <b>\$ 13,542,768</b> | <b>\$ 31,105,207</b> | <b>\$ 44,647,975</b> |

**Available and Anticipated Revenue**



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**2006-07 PROJECTS BY FUND SOURCE**

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**PROJECTS BY FUND SOURCE** **\$ 45,308,818**

| <i>Project Category</i>                        | <i>Agreement Amount</i> |
|--|-------------------------|
| SPECIAL TRANSPORTATION FUND - FORMULA          | \$ 15,206,468           |
| SPECIAL TRANSPORTATION FUND - DISCRETIONARY    | 6,511,583               |
| TRANSPORTATION OPTIONS                         | 3,232,402               |
| STATEWIDE PLANNING                             | 1,672,275               |
| CAPITAL SPECIAL NEEDS                          | 15,210,802              |
| RURAL GENERAL PUBLIC FORMULA                   | \$ 3,057,603            |
| RURAL TRANSPORTATION ASSISTANCE PROGRAM (RTAP) | 318,685                 |
| JOB ACCESS AND REVERSE COMMUTE                 | 99,000                  |
| <b>TOTAL</b>                                   | <b>\$ 45,308,818</b>    |

**SPECIAL TRANSPORTATION FUND - FORMULA****\$ 15,206,468**

(Oregon Revised Statute 391.800-830)

The Special Transportation Fund (STF) comprises state revenues derived from non-highway gas tax, identification card fees, and cigarette taxes; relevant law and rule are Oregon Revised Statute 391.800-830 and Oregon Administrative Rule Chapter 732. The program purpose is to provide an ongoing source of financial support to 42 designated counties, transit districts and Indian tribal governments for transportation services benefiting SPDs. The majority of the STF money (75%) is allocated on a population-based formula. The remaining funds are distributed through competitive discretionary grants and as determined by the Oregon Transportation Commission. STF Agencies are designated by statute.

| <i>Applicant Name</i>  | <i>Project Description</i> | <i>Agreement Amount</i> |
|--|----------------------------|-------------------------|
| Baker County   | STF Formula                | \$ 80,000               |
| Basin Transit Service  | STF Formula                | 245,754                 |
| Benton County  | STF Formula                | 317,088                 |
| Burns Paiute Tribe   | STF Formula                | 160,000                 |
| Columbia County  | STF Formula                | 178,658                 |
| Coos County  | STF Formula                | 242,414                 |
| Cow Creek Band of Umpqua<br>Tribe of Indians                     | STF Formula                | 160,000                 |
| Coquille Indian Tribe  | STF Formula                | 160,000                 |
| Confederated Tribes of the<br>Umatilla Indian Reservation        | STF Formula                | 80,000                  |
| Confederated Tribes of the<br>Warm Springs Indian<br>Reservation | STF Formula                | 160,000                 |
| Crook County   | STF Formula                | 83,020                  |
| Confederated Tribes of Grand<br>Ronde                            | STF Formula                | 160,000                 |
| Curry County   | STF Formula                | 84,786                  |
| Deschutes County   | STF Formula                | 503,214                 |
| Douglas County   | STF Formula                | 392,094                 |
| Gilliam County   | STF Formula                | 80,000                  |
| Grant County   | STF Formula                | 80,000                  |
| Harney County  | STF Formula                | 80,000                  |
| Hood River County<br>Transportation District                     | STF Formula                | 84,618                  |
| Jefferson County   | STF Formula                | 80,000                  |
| Josephine County   | STF Formula                | 305,162                 |
| Klamath Tribes   | STF Formula                | 80,000                  |

| <i>Applicant Name</i>                                    | <i>Project Description</i> | <i>Agreement Amount</i> |
|--|----------------------------|-------------------------|
| Lake County  | STF Formula                | 80,000                  |
| Lane Transit District (LTD)                              | STF Formula                | 1,279,468               |
| Lincoln County   | STF Formula                | 170,378                 |
| Linn County  | STF Formula                | 410,962                 |
| Malheur County   | STF Formula                | 126,040                 |
| Morrow County  | STF Formula                | 80,000                  |
| Rogue Valley Transportation District (RVTD)              | STF Formula                | 736,532                 |
| Sherman County   | STF Formula                | 80,000                  |
| Salem Area Mass Transit District (SAMTD)                 | STF Formula                | 1,390,954               |
| Sunset Empire Transportation District                    | STF Formula                | 149,332                 |
| Tillamook County Transportation District                 | STF Formula                | 99,086                  |
| Tri-County Metropolitan Transportation District (TriMet) | STF Formula                | 5,835,400               |
| Umatilla County  | STF Formula                | 275,444                 |
| Union County   | STF Formula                | 99,178                  |
| Wallowa County   | STF Formula                | 80,000                  |
| Wasco County   | STF Formula                | 93,140                  |
| Wheeler County   | STF Formula                | 80,000                  |
| Yamhill County   | STF Formula                | 343,746                 |
| <b>TOTAL</b>   |                            | <b>\$ 15,206,468</b>    |

**SPECIAL TRANSPORTATION FUND - DISCRETIONARY****\$ 6,511,583**

(Oregon Revised Statute 391.800-830)

Projects comprise competitive discretionary agreements for the STF Fund. See earlier description for more information.

| <i>Applicant Name</i> | <i>Project Description</i>   | <i>Agreement Amount</i> |
|-----------------------|--|-------------------------|
| Benton County         | This project finances a travel training designed to enable SPDs to learn to use the fixed route system, rather than use the more costly paratransit services. This program is managed by Benton County Special Transportation Program in coordination with Dial-A-Bus and City of Corvallis.   | \$ 44,800               |
| Benton County         | This project leverages Department of Health and Human Services (DHHS) Title 19 for individuals supported in community based care, rather than being institutionalized. The case plan for each person includes supportive non-medical transportation services.  | 595,423                 |
| Benton County         | This agreement has two separate projects: 1) Continuation of evening and weekend service. See agreement 21575. 2) Support operations of demand response service operated between Albany and Corvallis. The service is offered to SPDs several times per week and is intended to assist people in meeting their personal needs for access to human services, medical services and shopping. | 205,536                 |
| Benton County         | The purpose of this project is to develop the coordinated plan required by state and federal law. The outcome of the plan will guide the investment of STF and other funds to create a coordinated regional transportation program. This plan will be coordinated with similar plans in Linn and Lincoln Counties.   | 52,000                  |
| Coos County           | The project's purpose is to supplement services levels to add hours of demand response service provided to outlying communities including Lakeside, Coquille and Myrtle Point.   | 170,026                 |

| <i>Applicant Name</i>                     | <i>Project Description</i>  | <i>Agreement Amount</i> |
|---|---|-------------------------|
| Crook County                              | The project's purpose is to supplement service levels to add hours and days of dial a ride service provided in the Prineville area.   | 13,654                  |
| Deschutes County                          | Deschutes County is the lead agency to provide operating support to a non-profit agency, Interact, Inc., a service provider for people with disabilities.   | 14,445                  |
| Douglas County                            | This project leverages Department of Health and Human Services (DHHS) Title 19 for individuals supported in community based care, rather than being institutionalized. The case plan for each person includes supportive non-medical transportation services. | 160,970                 |
| Douglas County                            | This county managed project supports a volunteer driver program offered by Senior Companion Program. Service is primarily for fragile seniors living in their own homes.  | 15,000                  |
| Grant County Transportation District      | This project provides supplemental operating support to add transit services between Mt. Vernon and John Day one day per week. Services are primarily used by seniors for shopping and other personal needs.  | 13,960                  |
| Harney County                             | This project provides supplemental operating support for dial a ride services provided by Harney County Senior Center. Services are primarily used by seniors for shopping and other personal needs.  | 25,000                  |
| Hood River County Transportation District | This project provides supplemental operating support for district dial-a-ride services primarily used seniors for shopping and other personal needs.  | 70,000                  |
| Josephine County                          | This project provides supplemental operating support to add dial-a-ride services primarily used seniors for shopping and other personal needs within Josephine County.  | 200,000                 |
| Josephine County                          | The purpose of this project is to provide employment-related transportation in the unserved areas of Illinois Valley within Josephine and Jackson Counties. The primary recipients of this service are people with disabilities.                              | 20,000                  |



| <i>Applicant Name</i> | <i>Project Description</i>   | <i>Agreement Amount</i> |
|-----------------------|--|-------------------------|
| Klamath Tribes        | This project provides supplemental operating assistance to the tribe to develop a new transit service in the area around Chiloquin. The service is available to the general public and is designed to meet SPD needs.  | 35,000                  |
| Lane Transit District | This project develops a call center to be used to coordinate human service and other demand responsive services in Lane County. The call center will be used by LTD, who will be the broker of non-emergency medical transportation under contract to DHS.   | 19,360                  |
| LTD                   | This project leverages volunteer escort/driver services offered by Senior Companions in Lane County. In partnership with Lane Council of Governments (LCOG) and Special Mobility Services, these funds will expand capacity and service area. The service is designed to be used by people who require one-to-one escort assistance during their trip. | 98,180                  |
| Linn County           | This project leverages Department of Health and Human Services (DHHS) Title 19 for individuals supported in community based care, rather than being institutionalized. The case plan for each person includes supportive non-medical transportation services.  | 13,517                  |
| Linn County           | The purpose of this project is to develop required plans to create a coordinated regional transportation program. This plan will be coordinated with similar plans in Benton and Lincoln Counties.   | 76,800                  |
| Malheur County        | Through a partnership with Malheur County, Eastern Oregon Center for Independent Living is offering a transit voucher program for SPDs. Vouchers are used for both taxi rides and Malheur Council on Aging's (MCA) transit program.  | 125,622                 |

| <i>Applicant Name</i>                | <i>Project Description</i>  | <i>Agreement Amount</i> |
|--------------------------------------|---|-------------------------|
| Malheur County                       | Malheur County is contracting with Malheur Council on Aging to provide demand responsive services primarily for SPD's during normal business hours. The funds provide operational support, allowing fares to remain at \$2.50 per ride.   | 35,000                  |
| Malheur County                       | Continuation of above project.  | 153,000                 |
| Morrow County Special Transportation | This capital projects funds a bus barn for rural general public and SPD service in Morrow County.   | 49,352                  |
| RVTD                                 | Through an agreement with RVTD, Advocates for the Severely Handicapped, Inc. receive operating support for transit services provided to their clients.  | 12,000                  |
| RVTD                                 | This project leverages Department of Health and Human Services (DHHS) Title 19 for individuals supported in community based care, rather than being institutionalized. The case plan for each person includes supportive non-medical transportation services.   | 282,530                 |
| SAMTD                                | Through an agreement with SAMTD, Oregon Housing and Associated Services is using the funds from this grant to supplement the operating expenses of the service called "Wheels" which serves SPDs. The service is operated inside the urban area of Salem and Keizer.  | 220,000                 |
| SAMTD                                | Salem Area Mass Transit District contracts with Oregon Housing and Associated Services to offer CARTS, a general public and special transportation service in the rural areas of Marion and Polk Counties and outside the district's service boundaries. The management of the service is supported by this grant.                    | 216,634                 |
| SAMTD                                | The purpose of this project is to assess the operations of the CARTS rural service. The assessment will assist to define service changes, identify opportunities to coordinate services and resources with other agencies and identify a public information/marketing program targeted to current and potential users of the service. | 41,600                  |

| <i>Applicant Name</i>                                    | <i>Project Description</i>   | <i>Agreement Amount</i> |
|--|--|-------------------------|
| SAMTD  | This projects supports a training program designed to enable SPDs to learn to use the fixed route system, rather than use the more costly complementary paratransit service.   | 120,480                 |
| SAMTD  | This project financed a contract monitoring program for SAMTD, specifically the inspection of vehicles and safety associated with the rural and special needs transportation services contracted by SAMTD.   | 25,000                  |
| SAMTD  | Through a partnership with SAMTD, this project will provide supplemental operating assistance to Silverton Hospital's transit program for medically-related transportation.  | 10,000                  |
| Sunset Empire Transportation District                    | This project leverages Department of Health and Human Services (DHHS) Title 19 for individuals supported in community based care, rather than being institutionalized. The case plan for each person includes supportive non-medical transportation services.                                  | 5,000                   |
| Tillamook County Transportation District                 | The purpose of this project is to lower service costs for people with developmental disabilities. The grant buys tokens to be used on the fixed route bus.   | 2,400                   |
| Tri-County Metropolitan Transportation District (TriMet) | This project leverages Department of Health and Human Services (DHHS) Title 19 for individuals supported in community based care, rather than being institutionalized. The case plan for each person includes supportive non-medical transportation services. (Multnomah County Service Area)  | 1,053,964               |
| TriMet   | This project leverages Department of Health and Human Services (DHHS) Title 19 for individuals supported in community based care, rather than being institutionalized. The case plan for each person includes supportive non-medical transportation services. (Washington County Service Area) | 409,312                 |

| <i>Applicant Name</i> | <i>Project Description</i>   | <i>Agreement Amount</i> |
|-----------------------|--|-------------------------|
| TriMet                | This project leverages Department of Health and Human Services (DHHS) Title 19 for individuals supported in community based care, rather than being institutionalized. The case plan for each person includes supportive non-medical transportation services. (Clackamas County Service Area)  | 83,349                  |
| TriMet                | This project designs and develops an east Multnomah County transportation program for people who are elderly and people with disabilities residing outside the service area of the district. TriMet contracted with Ride Connection, Inc, a non-profit to perform the work.  | 80,000                  |
| TriMet                | This project identifies land-use barriers in the Portland Metro area that reduce access to transit for SPDs. The project identified several opportunities to increase use of public transit including location of facilities, sidewalks, zoning changes, increased mixed-use facilities.   | 80,000                  |
| TriMet                | This projects funds travel training designed to enable SPDs to use the fixed route system and alternative transportation programs, rather than use the more costly complementary paratransit service.  | 827,514                 |
| TriMet                | This project leverages Department of Health and Human Services (DHHS) Title 19 for individuals supported in community based care, rather than being institutionalized. The case plan for each person includes supportive non-medical transportation services. Project continues service for Washington, Multnomah, and Clackamas County Service Areas. | 522,402                 |
| TriMet                | Project purpose is to provide supplemental operating support for a non-profit agency, Portland Impact, that provides volunteer driver transportation for SPDs in the south east Portland area.   | 28,132                  |

| <i>Applicant Name</i> | <i>Project Description</i>  | <i>Agreement Amount</i> |
|-----------------------|---|-------------------------|
| TriMet                | This innovative project supports development and coordination of public transit and human service transportation projects in the three county area. TriMet and its regional partners will use the resources of this project to implement some of the projects identified in the adopted Elderly and Disabled Transportation Plan. | 127,451                 |
| Wasco County          | This project leverages Department of Health and Human Services (DHHS) Title 19 for individuals supported in community based care, rather than being institutionalized. The case plan for each person includes supportive non-medical transportation services.   | 30,500                  |
| Wasco County          | This project provides operating support for SPD transportation in Wasco County.   | 32,500                  |
| Wheeler County        | This project will identify needs and opportunities and well as identify service design changes needed to expand current transportation services to meet the needs of the general public.  | 16,160                  |
| Yamhill County        | This project investigates opportunities for the county to coordinate transportation services with one or more school districts. If the outlook is positive, the project will outline a service plan.  | 44,865                  |
| Yamhill County        | This project provides local match for Yamhill County's FTA grant for three replacement vehicles.  | 33,145                  |
| TOTAL                 |   | \$ 6,511,583            |

**TRANSPORTATION OPTIONS**

**\$ 3,232,402**

(120 U.S.C. 23)

The Transportation Options Program helps ODOT achieve national and state goals for land use, air quality, congestion management, energy conservation and promotion of mobility alternatives for commuters. Examples include rideshare programs, park and ride lots, telework and employer incentive programs to encourage the use of alternatives to driving alone.

| <i>Applicant Name</i> | <i>Project Description</i>  | <i>Agreement Amount</i> |
|-----------------------|---|-------------------------|
| City of Bend          | This project reimburses local partners for their work done relating SocialData's TravelSmart program, including local outreach, marketing materials, coordination, deliveries, presentations, etc.  | \$ 15,971               |
| LTD                   | This project reimburses local partners for their work done relating SocialData's TravelSmart program, including local outreach, marketing materials, coordination, deliveries, presentations, etc.  | 15,404                  |
| SAMTD                 | This project reimburses local partners for their work done relating SocialData's TravelSmart program, including local outreach, marketing materials, coordination, deliveries, presentations, etc.  | 15,404                  |
| City of Corvallis     | This funding provides staff and resources for outreach to employees, employers and general public. Goal of program is to reduce drive-alone auto trips. Tasks include marketing, rideshare matching, vanpool formation, etc.  | 40,375                  |
| City of Corvallis     | This project provides staff and resources for outreach to employees, employers and general public. Goal of program is to reduce drive-alone auto trips. Tasks include marketing, rideshare matching, vanpool formation, etc.  | 40,379                  |
| METRO                 | This project develops and implements a statewide marketing campaign aimed at reducing drive-alone auto trips. The project includes TV, radio, outdoor and print advertising, in addition to public outreach efforts. Funding is used by Metro in a contract with PacWest Communications and subcontractors. | 1,695,897               |

| <i>Applicant Name</i>                       | <i>Project Description</i>  | <i>Agreement Amount</i> |
|---|---|-------------------------|
| Oregon Cascades West Council of Governments | Funding for this project provides staff and resources for outreach to employees, employers and general public. The goal of program is to reduce drive-alone auto trips. Tasks include marketing, rideshare matching, vanpool formation, etc.                  | 60,119                  |
| Commute Options for Central Oregon          | Funding for this project provides staff and resources for outreach to employees, employers and general public. The goal of program is to reduce drive-alone auto trips. Tasks include marketing, rideshare matching, vanpool formation, etc.                  | 82,434                  |
| SAMTD                                       | Funding for this project provides staff and resources for outreach to employees, employers and general public. The goal of program is to reduce drive-alone auto trips. Tasks include marketing, rideshare matching, vanpool formation, etc.                  | 215,300                 |
| SAMTD                                       | The project implements vanpool a program in Region 2. Funding is used by SAMTD, LTD and Cascades West Council Of Governments to reduce the user costs. Funding has a 24 month limit, after which the vans begin receiving FTA Section 5307 funds.             | 310,000                 |
| SAMTD                                       | The funding provides staff and resources for outreach to employees, employers and general public. The goal of program is to reduce drive-alone auto trips. Tasks include marketing, rideshare matching, vanpool formation, etc.                               | 221,119                 |
| SocialData                                  | The contractor is conducting three Individualized Marketing projects in Bend, Eugene and Salem. The goal of program is to reduce drive-alone auto trips. Work tasks include telemarketing, direct contact, surveying and analysis, reports and presentations. | 450,000                 |
| Toledo Park and Ride                        | The project funds the property purchase for construction of park and ride lot in downtown Toledo. Only the purchase price only is covered by this grant.  | 70,000                  |
| TOTAL                                       |   | \$ 3,232,402            |

**STATEWIDE PLANNING****\$ 1,672,275**

(49 U.S.C. 5303)

Oregon's six Metropolitan Planning Organizations (MPOs) are responsible to conduct balanced and comprehensive intermodal transportation planning and technical studies for the movement of people and goods in the urban areas of Portland, Salem, Eugene, Corvallis, Bend, and Medford. FTA through ODOT provides financial assistance for this work through Section 5303 funds.

| <i>Applicant Name</i>                           | <i>Project Description</i> | <i>Agreement Amount</i> |
|---|----------------------------|-------------------------|
| Rogue Valley Metropolitan Planning Organization | MPO Planning               | \$49,968                |
| Mid-Willamette Valley Council of Governments    | MPO Planning               | \$65,733                |
| City of Bend                                    | MPO Planning               | \$34,648                |
| METRO   | MPO Planning               | \$293,443               |
| METRO   | MPO Planning               | \$288,599               |
| Mid-Willamette Valley Council of Governments    | MPO Planning               | \$64,961                |
| Lane Council of Governments                     | MPO Planning               | \$68,407                |
| Bend Metropolitan Planning Organization         | MPO Planning               | \$34,287                |
| Corvallis Metropolitan Planning Organization    | MPO Planning               | \$34,431                |
| Rogue Valley Council of Governments             | MPO Planning               | \$48,887                |
| METRO   | MPO Planning               | \$386,825               |
| Mid-Willamette Valley Council of Governments    | MPO Planning               | \$80,634                |
| Rogue Valley Metropolitan Planning Organization | MPO Planning               | \$58,627                |
| Lane Council of Governments                     | MPO Planning               | \$85,353                |
| Corvallis Metropolitan Planning Organization    | MPO Planning               | \$38,835                |
| Bend Metropolitan Planning Organization         | MPO Planning               | \$38,637                |
| <b>TOTAL</b>                                    |                            | <b>\$ 1,672,275</b>     |



**CAPITAL SPECIAL NEEDS****\$ 15,210,802**

(49 U.S.C. 5310)

This program provides discretionary funding for capital projects to assist in meeting SPD needs. The State (or State-designated agency) administers the Section 5310 program. The State's responsibilities include: notifying eligible local entities of funding availability, developing project selection criteria, determining applicant eligibility, selecting projects for funding; and ensuring that all subrecipients comply with Federal requirements. Eligible nonprofit organizations or public bodies must apply directly to the designated State agency for assistance under this program.

| <i>Applicant Name</i>                                       | <i>Project Description</i>   | <i>Agreement Amount</i> |
|---|--|-------------------------|
| Adolescent Day Treatment Center, dba Riverside Center, Inc. | The project replaces one vehicle and funds preventive maintenance for client-only transportation throughout Douglas County.  | \$ 64,794               |
| Benton County   | The project funds communications equipment to update the two-way radio system used in vehicles serving SPDs and general public in Benton County.                                     | 20,638                  |
| Benton County   | The project adds evening and weekend services SPDs in Corvallis when the mass transit service is not running or when it is running at a reduced capacity.                            | 106,630                 |
| Benton County   | This project funds preventive maintenance for vehicles serving Benton County in general public as well as SPD service.   | 52,941                  |
| Center Enterprises, Inc.                                    | This project purchases two replacement vehicles, including one accessible and one non-accessible mini van for SPD clients in Linn County. This service links to paratransit service. | 49,912                  |
| Central Oregon Resources for Independent Living             | This project replaces one vehicle and funds preventive maintenance for vehicles serving adult disabled clients throughout Deschutes, Jefferson and Crook Counties.                   | 38,135                  |
| Central Oregon Council on Aging, Inc.                       | This project replaces two vehicles serving SPDs in Deschutes and Jefferson Counties.   | 97,985                  |
| Chamberlin House, Inc.                                      | This project funds preventive maintenance for vehicles serving developmentally disabled clients in group homes. The service area includes Albany, Lebanon and Corvallis communities. | 7,178                   |

| <i>Applicant Name</i>    | <i>Project Description</i>  | <i>Agreement Amount</i> |
|--------------------------|---|-------------------------|
| City of Albany           | This project funds vehicle component rehabilitation on one small bus providing SPD service in Albany.   | 2,692                   |
| City of Bend             | This project funds two vehicle replacement purchases and preventive maintenance for general public and SPD service in Bend.   | 197,984                 |
| City of Bend             | This project provides funds for the City of Bend to purchase additional hours of service from their service provider; the service design is to meet the needs of the elderly and low income people.   | 195,000                 |
| City of Canby            | This project funds preventive maintenance for general public and SPD service vehicles in Canby.   | 26,919                  |
| City of Lebanon          | This project funds preventive maintenance for remand responsive and curb-to-curb SPD service in Lebanon.  | 2,243                   |
| City of Milton Freewater | This project funds preventive maintenance and vehicle component rehabilitation on vehicles used in general public and dial-a-ride service in the Milton-Freewater area.   | 4,684                   |
| City of Milton-Freewater | This project's purpose is to supplement the City of Milton-Freewater's operating levy that supports public transit service designed primarily for SPDs people with low income. The service is provided in a 10-mile radius around the city. | 46,880                  |
| City of Pendleton        | This project's purpose is to add rides to the taxi-ticket program offered by the City of Pendleton for SPDs. The service area goes outside the city limits and is provided through a contract with a local cab company.                     | 81,400                  |
| City of Pendleton        | This project funds preventive maintenance and vehicle component rehabilitation on vehicles used in SPD service in the Pendleton area.   | 14,357                  |
| City of Sandy            | This project's purpose is to provide medically-necessary trips into the Portland metro area for SPDs. The service allows people to travel without making the multiple transfers that would be required if using the fixed-route system.     | 57,600                  |
| City of Silverton        | This project funds preventive maintenance for SPD service in the Silverton area.  | 5,384                   |

| <i>Applicant Name</i>                              | <i>Project Description</i>  | <i>Agreement Amount</i> |
|--|---|-------------------------|
| City of Wilsonville                                | This project purchases and installs five passenger shelters for SPD service in the Wilsonville area. This project adds American's with Disabilities Act (ADA) accessibility to the pick-up locations.                                   | 19,741                  |
| City of Wilsonville                                | This project's purpose is to provide medically-necessary trips into the Portland metro area for SPDs. The service allows people to travel without making the multiple transfers that would be required if using the fixed-route system. | 167,975                 |
| City of Wilsonville                                | This project replaces one vehicle and funds preventive maintenance for vehicles in SPD service in the Wilsonville area. The service also provides dial-a-ride service to Portland.  | 73,714                  |
| City of Woodburn                                   | This project replaces one vehicle and funds preventive maintenance for general public and SPD paratransit service in the Woodburn area.   | 51,595                  |
| Clatsop Community Action                           | This project adds services for people with low income.  | 28,714                  |
| Columbia County                                    | This project expands dial-a-ride service provided in Scappoose, St Helens, Clatskanie, Rainer and Vernonia.   | 130,000                 |
| Columbia County                                    | This project replaces three vehicles and funds preventive maintenance for general public and SPD service throughout Columbia County.  | 240,733                 |
| Coos County Area Transit District                  | This project replaces one vehicle and funds preventive maintenance as well as vehicle component rehabilitation for SPD and general public service in Coos County.   | 62,452                  |
| Community Connection of NE Oregon, Inc.-Union Co.  | This project replaces one vehicle and funds preventive maintenance for general public and SPD dial-a-ride service in Union County.  | 85,037                  |
| Community Connection of NE Oregon, Inc.- Union Co. | This project purchases and installs five passenger shelters for general public and SPD dial-a-ride service in Union County.   | 17,399                  |
| Community Connection of NE Oregon, Inc.-Baker Co.  | This project replaces one vehicle for general public and SPD dial-a-ride service in Baker County.   | 55,633                  |

| <i>Applicant Name</i>  | <i>Project Description</i>  | <i>Agreement Amount</i> |
|--|---|-------------------------|
| Confederated Tribes of Siletz Indians                                | This expansion project purchases two vehicle and funds preventive maintenance for elderly and disabled service in the Siletz community, providing rides throughout Lincoln County and to Salem, Eugene, and Portland and Willamette Valley area.                                      | 94,217                  |
| Confederated Tribes of the Warm Springs Indian Reservation of Oregon | This expansion project replaces one vehicle and funds preventive maintenance for elderly and disabled service in the Jefferson County area, and vehicle is used to serve tribal elders as needed.   | 74,476                  |
| Confederated Tribes of the Warm Springs Indian Reservation           | This project's purpose is to enable the tribe to initiate new public transportation services designed to meet the needs of people with low income, people with disabilities and the elders residing on the reservation. The tribe plans to contract with an expert transport company. | 76,000                  |
| Crook County   | This project funds preventive maintenance for SPD service in the Prineville area.   | 8,945                   |
| Curry County   | This project funds preventive maintenance and purchases computer equipment to serve SPD transportation in Curry County.   | 20,189                  |
| Curry County   | This project expands dial-a-ride service provided in Gold Beach, Brookings/Harbor and Port Orford areas.  | 225,622                 |
| Douglas Resident Training Facilities, Inc.                           | This project replaces two vehicles and funds preventive maintenance for vehicles serving developmentally disabled clients in the Roseburg area. The service also goes to Sutherlin and Myrtle Creek areas as needed.  | 84,346                  |
| Gilliam County   | This project replaces one vehicle and funds preventive maintenance for general public and elderly and disabled service in Gilliam County.   | 42,173                  |
| Grant County Transportation District                                 | This project replaces two vehicles for general public and elderly and disabled service in Grant County.   | 138,245                 |
| Harney County  | This project replaces one vehicle and funds preventive maintenance for general public and elderly and disabled service in Harney County.  | 53,030                  |

| <i>Applicant Name</i>                        | <i>Project Description</i>   | <i>Agreement Amount</i> |
|--|--|-------------------------|
| Hood River County<br>Transportation District | This project replaces two vehicles and funds preventive maintenance and vehicle component rehabilitation for general public and elderly and disabled service in Hood River County area.  | 152,631                 |
| Josephine County                             | This project provides services for Handicapped Awareness and Support League to provide door-to-door service for seniors in Josephine and Jackson Counties  | 103,039                 |
| Klamath Basin Senior Citizens' Council       | This project replaces two vehicles and funds preventive maintenance for elderly client transportation service in the Klamath Falls area.   | 84,346                  |
| Klamath Tribes                               | This project replaces two vehicles and funds preventive maintenance and computer equipment purchases for rural general public as well as SPD service in Chiloquin area and throughout Klamath County or other areas as needed.   | 115,707                 |
| Lake County                                  | This project replaces one vehicle for SPD service in Lake County with some trips to Klamath Falls and Bend.  | 44,416                  |
| LTD  | This project funds preventive maintenance and purchases computer equipment for SPD service in the communities of Florence, Oakridge, Cottage Grove and Eugene.   | 136,318                 |
| LTD  | This project replaces 12 vehicles, purchases 19 additional vehicles and funds preventive maintenance for SPD service in the communities of Florence, Oakridge, Cottage Grove and Eugene.   | 1,061,821               |
| LTD  | This project purchases and installs 14 passenger shelters, shelter maintenance and update promotional materials for SPD service in the communities of Florence, Oakridge, Cottage Grove and Eugene.  | 117,546                 |
| Lifeways, Inc.                               | This project provides funding to supplement Department of Human Service funds to ensure that people with developmental disabilities residing in Vale and Nyssa can travel daily to their worksite in Ontario. Lifeways pays Malheur Council on Aging to provide the service. | 47,060                  |

| <i>Applicant Name</i>                              | <i>Project Description</i>   | <i>Agreement Amount</i> |
|--|--|-------------------------|
| Lincoln County<br>Transportation Service District  | This project replaces two vehicles and funds preventive maintenance for general public and SPD dial-a-ride service in Lincoln County.  | 310,466                 |
| Living Opportunities, Inc.                         | This project replaces two vehicles for developmentally disabled client transportation in the Medford area.   | 98,702                  |
| Malheur Council on Aging and<br>Community Services | This project purchases computer and phone equipment for general public and SPD service in Malheur County, including Vale, Nyssa and Ontario as well as trips into western Idaho.                 | 24,188                  |
| Malheur Council on Aging                           | Capital - build a bus barn for general public and SPD service in Malheur County. Service includes the Vale, Nyssa and Ontario, Oregon areas and trips into Western Idaho.                        | 83,000                  |
| Malheur Council on Aging and<br>Community Services | This project funds preventive maintenance for general public and SPD service in Malheur County. The service includes Vale, Nyssa and Ontario as well as Western Idaho.                           | 29,611                  |
| Marie Mills Center, Inc.                           | This project replaces one vehicle and funds preventive maintenance for developmentally disabled service in Tillamook County.   | 58,217                  |
| Mid Columbia Economic<br>Development Agency        | This project purchases communications equipment for The Dalles/Wasco County area SPD service.  | 2,243                   |
| Mid-Columbia Council of<br>Governments             | This project funds preventive maintenance and vehicle component rehabilitation for general public and SPD service in the Hood River/Columbia Gorge areas of Wasco County.                        | 32,931                  |
| Mid-Columbia Council of<br>Governments             | This project purchases service from a rural service provider in Wamic, serving southern Wasco County, and from Columbia Gorge Center, a facility serving people with developmental disabilities. | 17,600                  |
| The Nancy Devereux Center,<br>Inc.                 | This project funds preventive maintenance for vehicles serving SPD clients in the Coos Bay area.   | 3,456                   |
| Opportunity Foundation of<br>Central Oregon        | This project replaces one vehicle and funds preventive maintenance for vehicles serving SPD clients in the Madras, Culver, Metolius and Crooked River areas with trips into Redmond.             | 57,248                  |

| <i>Applicant Name</i>                               | <i>Project Description</i>   | <i>Agreement Amount</i> |
|---|--|-------------------------|
| Options for Southern Oregon, Inc.                   | This project replaces one vehicle and funds preventive maintenance for elderly and disabled transportation services and public transportation in Josephine County.   | 15,703                  |
| Oregon Housing and Associated Services, Inc. (OHAS) | This project funds preventive maintenance for SPD dial-a-ride services in the Salem urban area, and rural Marion County and Polk County.   | 51,146                  |
| OHAS  | This project replaces eight vehicles for SPD dial-a-ride services in the Salem urban area, and rural Marion County and Polk County.  | 430,704                 |
| OHAS  | This project purchases shop equipment for vehicles providing SPD dial-a-ride services in the Salem urban area, and rural Marion County and Polk County.  | 75,328                  |
| Oregon Mennonite Residential Services               | This project funds preventive maintenance for developmentally disabled client transportation in Linn County with some travel to and from Salem and Portland. The service occasionally provides non-client rides. | 3,589                   |
| Ride Connection, Inc.                               | This project funds vehicle and capital purchases as well as preventive maintenance for SPD dial-a-ride services by multiple nonprofit agencies in the Portland Metro area and in areas of Multnomah County.      | 1,524,773               |
| Ride Connection Inc.                                | This project replaces seven vehicles for SPD dial-a-ride services by multiple nonprofit agencies in the Portland Metro area and in areas of Multnomah County.  | 297,006                 |
| Ride Connection, Inc.                               | This project purchases computer hardware and software to facilitate SPD dial-a-ride services provided by multiple nonprofit agencies in the Portland Metro area and in areas of Multnomah County.                | 282,907                 |
| Ride Connection, Inc.                               | This project purchases computer hardware, software and installation to facilitate SPD dial-a-ride services by multiple nonprofit agencies in the Portland Metro area and in areas of Multnomah County.           | 143,813                 |

| <i>Applicant Name</i>         | <i>Project Description</i>  | <i>Agreement Amount</i> |
|-------------------------------|---|-------------------------|
| Ride Connection Inc.          | This project supplements SPD dial-a-ride transportation provided by Portland Impact, a non-profit operating in the southeast Portland area.   | 104,712                 |
| Ride Connection, Inc.         | This project funds preventive maintenance for SPD dial-a-ride services by multiple nonprofit agencies in the Portland Metro area and in areas of Multnomah County.  | 223,428                 |
| RVTD                          | This project replaces ten vehicles for paratransit service in Medford/Jackson County.   | 389,877                 |
| RVTD                          | This project funds preventive maintenance for paratransit service in Medford/Jackson County.  | 51,264                  |
| Senior Citizens of Sweet Home | This project replaces two vehicles for rural general public and SPD service in Sweet Home and throughout Linn County; the service links to Corvallis.   | 216,914                 |
| Sherman County                | This project builds a bus barn for rural general public and SPD service in Sherman County.  | 70,901                  |
| SAMTD                         | This project replaces one vehicle and adds two vehicles for CherryLift, paratransit service in SAMTD urban service area.  | 177,666                 |
| SAMTD                         | This project supplements demand responsive service, designed to primarily meet the needs of people with low income, and SPDs. The service area includes the Santiam Canyon east to Gates, Independence, Monmouth, Dallas, Hubbard, Silverton, Mt. Angel and Woodburn. | 480,000                 |
| SAMTD                         | This project replaces three vehicles for SPD service in rural Marion County and Polk County. The service area includes the Santiam Canyon east to Gates, Independence, Monmouth, Dallas, Hubbard, Silverton, Mt. Angel and Woodburn.                                  | 340,077                 |
| SAMTD                         | This project funds preventive maintenance for paratransit service within SAMTD urban service area.  | 60,568                  |
| SAMTD                         | This project funds preventive maintenance for SPD service in rural Marion County and Polk County. The service area includes the Santiam Canyon east to Gates, Independence, Monmouth, Dallas, Hubbard, Silverton, Mt. Angel and Woodburn.                             | 32,303                  |



| <i>Applicant Name</i>                    | <i>Project Description</i>   | <i>Agreement Amount</i> |
|--|--|-------------------------|
| Star of Hope Activity Center, Inc.       | This project funds preventive maintenance for developmentally disabled client transportation in the Coos Bay area.   | 4,307                   |
| Sunset Empire Transportation District    | This project purchases and installs computers and software for rural general public and SPD service in Clatsop County.   | 58,325                  |
| Sunset Empire Transportation District    | This project replaces four vehicles and funds preventive maintenance for rural general public and SPD service in Clatsop County.   | 333,796                 |
| Tillamook County Transportation District | This project replaces one vehicle and vehicle component rehabilitation for general public and SPD service in Tillamook County.   | 73,579                  |
| TriMet                                   | The project provides services to SPDs to get around within their north Portland neighborhood. Service is designed to access meal-sites, shopping, hospital and day centers in the neighborhood. This project also provides demand responsive for rural east Multnomah County area outside the TriMet district. | 498,073                 |
| TriMet                                   | This expansion project purchases 21 vehicles for ADA paratransit service in the Portland Metro area and Multnomah County.  | 1,488,621               |
| TriMet                                   | This project replaces 22 vehicles for ADA paratransit service in the Portland Metro area and Multnomah County.   | 1,498,312               |
| Umpqua Homes for the Handicapped, Inc.   | This project replaces three vehicles and funds preventive maintenance for developmentally disabled client transportation in Douglas County.  | 96,000                  |
| Umpqua Regional Council of Governments   | This project funds preventive maintenance for general public and SPD service in Douglas County.  | 18,843                  |
| Union County                             | This project supplements adds hours of service in Union, Baker and Wallowa Counties; project adds hours of service.  | 100,305                 |
| Upper Rogue Community Center, Inc.       | This project replaces one vehicle and funds preventive maintenance SPD services in the Shady Grove area.   | 49,352                  |
| Vale Senior Citizen Center, Inc.         | This project funds preventive maintenance for elderly client service in the Vale area, and eastern Malheur County.   | 2,692                   |

| <i>Applicant Name</i> | <i>Project Description</i>   | <i>Agreement Amount</i> |
|-----------------------|--|-------------------------|
| Wheeler County        | This project replaces two vehicles and funds preventive maintenance for general public and SPD service in Wheeler County.  | 73,669                  |
| Yamhill County        | This project replaces four vehicles purchases computer equipment and preventive maintenance for general public and SPD service in Yamhill County.  | 268,111                 |
| Yamhill County        | This project supplements existing services by purchasing additional service from current providers, including a service route from McMinnville to Salem, new services in the McMinnville area and additional worksite transportation for people with developmental disabilities. | 270,000                 |
| <b>TOTAL</b>          |  | <b>\$ 15,210,802</b>    |

**RURAL GENERAL PUBLIC****\$ 3,057,603**

(49 U.S.C. 5311)

This program provides formula funding for the purpose of supporting public transportation in areas with a population of less than 50,000. Funding may be used for capital, operating, State administration, and project administration expenses. Projects include operating support and Intercity Passenger Program.

| <i>Applicant Name</i>                    | <i>Project Description</i>  | <i>Agreement Amount</i> |
|--|---|-------------------------|
| Central Oregon Intergovernmental Council | This project funds planning to identify transit needs in Deschutes County.  | \$ 48,500               |
| City of Albany                           | This project provides operating assistance for general public transportation services. The Linn-Benton Loop provides fixed route commuter service between Albany and Corvallis with on-call stops along state highways 20 and 34. | 72,495                  |
| City of Albany                           | This project supplements the operations of the City's paratransit program that complements the fixed route. The service goes beyond the ADA by adding capacity to enable fragile seniors to access the service.                   | 7,000                   |
| City of Milton-Freewater                 | This project provides operating assistance for general public transportation services in the City of Milton-Freewater and surrounding areas. Fixed route service is provided within the City and to Walla Walla, Washington.      | 50,000                  |
| City of Milton-Freewater                 | This project provides funds for the city to operate regularly scheduled service between Milton-Freewater to Walla Walla. The service connects to regional public transit and intercity bus in Walla Walla.                        | 17,760                  |
| City of Pendleton                        | This project provides operating assistance for general public transportation services in the City of Pendleton. The City operates demand response service through its taxi contractor daily from 5:00 am until 3:00 am.           | 50,995                  |
| City Of Silverton                        | This project provides operating assistance for general public transportation services in the City of Silverton.   | 33,022                  |
| City of Silverton                        | This project supplements the City's public transit program to add hours of service.   | 20,000                  |

| <i>Applicant Name</i>                   | <i>Project Description</i>  | <i>Agreement Amount</i> |
|---|---|-------------------------|
| City of Sweet Home                      | This project provides funds to support general public transportation services in the City of Sweet Home. The Sweet Home Dial-a-Bus provides demand response service in the area within the School District #55 (from Cascadia to Crawfordsville and as far west as Santiam Terrace).  | 35,201                  |
| City of Woodburn                        | This project replaces one vehicle for rural general public service in the Woodburn area.  | 163,309                 |
| City of Woodburn                        | This project supplements the operations of the City's paratransit program that complements the fixed route. The service goes beyond the ADA by adding capacity to enable fragile seniors to access the service.   | 15,000                  |
| City of Woodburn                        | This project provides operating assistance for general public transportation services in the City of Woodburn. The primary service supported by this project is the fixed route general public service provided by the City.  | 67,321                  |
| Columbia County                         | This project provides general public fixed route service from St. Helens to Portland's TriMet transit mall. It also provides general public dial-a-ride service in Scappoose, St. Helens, Columbia City, Rainier, Prescott, Goble, and Clatskanie/Vernonia.   | 104,671                 |
| Columbia County                         | This project increases public awareness and use of public transit services by developing a marketing plan and appropriate marketing materials.  | 9,600                   |
| Community Connection of NE Oregon, Inc. | This project provides funds to support general public transportation in Baker County. Service is provided in the following cities and communities: Baker City, Sumpter, Halfway, Richland, and Haines. Service is demand response in all cities except Sumpter. Sumpter has a fixed route on holiday weekends. There is also a weekly route from Halfway and Richland to Baker City, and Haines to Baker. | 52,277                  |

| <i>Applicant Name</i>                | <i>Project Description</i>  | <i>Agreement Amount</i> |
|--------------------------------------|---|-------------------------|
| Curry County                         | This project funds preventive maintenance for rural intercity service in Curry and Coos counties, providing linkage from Brookings to Coos Bay.   | 9,600                   |
| Curry County                         | This project provides operating assistance for general public transportation services in Curry County. Dial-a-Ride service is offered in Port Orford, Gold Beach, and Brookings-Harbor communities Monday through Friday. The Coastal Express connects Brookings-Harbor to Gold Beach, Port Orford, Bandon, Coos Bay, and various other stops in the county Monday through Saturday.  | 82,815                  |
| Curry County                         | This project purchases and installs five passenger shelters for rural general public service in Curry County.   | 19,740                  |
| Curry County                         | This project provides funds for the county to operate regularly scheduled service between Brookings/Harbor to Coos Bay/North Bend. The service connects to Coos County Public Transit and intercity bus in Coos Bay.  | 60,000                  |
| Douglas County                       | This project provides operating assistance for general public transportation services in Douglas County. Douglas County operates fixed route and commuter service. Areas served include Winston, Green, Roseburg, Wilbur, Sutherlin, and unincorporated points along the route within Douglas County, including the Green District.   | 250,204                 |
| Grant County Transportation District | This project provides funds to support general public transportation services in project county. Dial-a-Ride service is provided for John Day, Prairie City, Canyon City, and Mt. Vernon Monday through Thursday. Service from Mt. Vernon to John Day is also provided two times per week. Fixed route service is provided between John Day and Prairie city one day per week, and from Monument to John Day once per month. Intercity service between Prairie City, John Day, Mt. Vernon, Dayville, Mitchell, Prineville, Redmond, and Bend is provided two days per week. | 33,367                  |

| <i>Applicant Name</i>                             | <i>Project Description</i>  | <i>Agreement Amount</i> |
|---|---|-------------------------|
| Hood River County<br>Transportation District      | This project provides operating assistance for general public transportation services in Hood River County. Service includes the cities and communities of Hood River, Cascade Locks, Odell, Parkdale, and Mt. Hood.  | 59,673                  |
| Josephine County                                  | This project provides operating assistance for general public transportation services in the projects Pass area. Josephine County operates a fixed route service in the City of projects Pass and its urban growth boundary and a deviated fixed route service from projects Pass to Cave Junction and Selma.   | 81,675                  |
| LTD   | This project provides funds for LTD to operate regularly scheduled service between Oakridge to Eugene. This service consolidates a number of purposes and target users into a single comprehensive service: commuter bus in the early AM and late afternoon, regional connections to passenger rail, intercity bus and fix-route in Eugene and a mid-day demand responsive service designed for people with disabilities and people who are elderly to meet their shopping and other personal needs while Eugene. | 97,000                  |
| LTD   | This project provides operating assistance for general public transportation services within the city limits of Florence.   | 45,639                  |
| Lincoln County<br>Transportation Service District | This project purchases and installs three vehicle graphics, six bike racks on vehicles and eight yield to bus signs for rural general public service in Lincoln County.   | 26,133                  |
| Linn County                                       | This project provides funds to support general public transportation services in Linn County. The service serves the communities of Albany, Brownsville, Crawfordsville, Holley, Lebanon, and Sweet Home.   | 34,976                  |

| <i>Applicant Name</i>                    | <i>Project Description</i>   | <i>Agreement Amount</i> |
|--|--|-------------------------|
| OHAS                                     | This project provides general public transportation in rural Marion and Polk Counties. Communities served include Brooks, Gervais, Woodburn, Hubbard, Mt. Angel, Silverton, Central Howell, Turner, Aumsville, Sublimity, Stayton, Lyons, Mehama, Mill City, Gates, Jefferson, Scio, Dallas, Rickreall, Monmouth, and Independence.  | 184,658                 |
| OHAS                                     | This project provides funds to support general public transportation services in the Welches area. The Mountain Express is a deviated fixed route service that connects the communities of Brightwood, Welches, Zig Zag, and Rhododendron with the City of Sandy.  | 30,000                  |
| OHAS                                     | Capital - Preventive maintenance for rural general public service in Welches to Sandy area.  | 7,378                   |
| Ride Connection, Inc.                    | This project provides funds to support general public transportation services in rural West Washington County. Demand response services are provided in the cities and communities of Banks, North Plains, Manning, Buxton, Timber, Gales Creek, Gaston, Dilley, Farmington, Scholls, and Laurelwood.  | 90,750                  |
| RLS and Associates, Inc.                 | These funds pay for a Personal Service Agreement with RLS and Associates. Consultants will perform comprehensive review of 5311 subrecipient compliance to United States Department of Transportation (USDOT) drug and alcohol regulations and will provide technical assistance and training to ensure that all subrecipients are in compliance, which is a condition of funding. | 225,000                 |
| Sunset Empire Transportation District    | This project purchases and installs 12 bus shelters as well as purchases shop equipment for rural general public service in Clatsop County.  | 30,060                  |
| Tillamook County Transportation District | This project purchases and installs 4 passenger shelters for rural general public service in Tillamook County.   | 9,260                   |
| Umpqua Regional Council of Governments   | This project purchases and installs 25 passenger shelters and 20 bus stop signs for rural general public service in Douglas County.  | 154,784                 |

| <i>Applicant Name</i>                  | <i>Project Description</i>  | <i>Agreement Amount</i> |
|--|---|-------------------------|
| Umpqua Regional Council of Governments | This project funds preventive maintenance for rural general public service in Douglas County.   | 123,379                 |
| Umpqua Regional Council of Governments | This project replaces four vehicles for rural general public service in Douglas County.   | 255,255                 |
| Umpqua Regional Council of Governments | This project provides operating assistance for general public transportation services in Douglas County. Areas served include Winston, Green, Roseburg, Winchester, Wilbur, Sutherlin, and other points in between these areas.   | 139,787                 |
| Yamhill County                         | This project will enable Yamhill County to coordinate and consolidate the management of the public transit services operated by several non-profit agencies. The goal is to have a service that is seamless to the public, has a county-wide service design and is coordinated to ensure that resources and needs are distributed wisely.   | 69,204                  |
| Yamhill County                         | This project provides funds to support general public transportation services in Yamhill County. Services are provided by the Chehalem Valley Senior Citizens Council (CVSCC). The cities and communities of Newberg, Dundee, Dayton, Lafayette, McMinnville, Carlton, Yamhill, and Cove Orchard are served. CVSCC operates fixed route, commuter service and dial-a-ride services.   | 94,851                  |
| Yamhill County                         | This project provides funds to support general public transportation in Yamhill County. Services under this project are provided by Yamhill Community Action Partnership (YCAP). Fixed route service is available in McMinnville. A commuter service connects Willamina, Sheridan, McMinnville, Lafayette, Dundee, Newberg, and Sherwood. Dial-a-Ride service is available in McMinnville, Dayton, Lafayette, Carlton, Yamhill, Sheridan, Willamina, and Amity. | 95,264                  |
| <b>TOTAL</b>                           |   | <b>\$ 3,057,603</b>     |



**RURAL TRANSPORTATION ASSISTANCE PROGRAM (RTAP)****\$ 318,685**

(49 U.S.C. 5311 (b) (2))

This program provides funding to assist in the design and implementation of training and technical assistance projects, research, and other support services tailored to meet the needs of transit operators in nonurbanized areas.

| <i>Applicant Name</i>       | <i>Project Description</i>  | <i>Agreement Amount</i> |
|-----------------------------|---|-------------------------|
| Chemeketa Community College | This project funds defensive driving training and other driver training for public transit operators in rural and special needs programs. | \$ 75,000               |
| RTAP Scholarships           | RTAP scholarships pay for providers to attend training and receive technical support.   | 243,685                 |
| <b>TOTAL</b>                |   | <b>\$ 318,685</b>       |

**JOB ACCESS AND REVERSE COMMUTE**  
 (49 U.S.C. 5316)

**\$ 99,000**

Oregon receives an annual apportionment by formula from Congress for the Section 5316 program. Program purpose is to finance projects benefiting low income individuals to access additional work and work-related opportunities.

| <i>Applicant Name</i> | <i>Project Description</i>   | <i>Agreement Amount</i> |
|-----------------------|--|-------------------------|
| City of Bend          | This project funds transportation services in Bend designed to transport low- income individuals to and from jobs and activities related to their employment. It provides vanpools, marketing, and shuttle service in the surrounding areas of Bend. | \$ 99,000               |
| <b>TOTAL</b>          |  | <b>\$ 99,000</b>        |