

Salem Area Mass Transit District
BOARD OF DIRECTORS
SPECIAL MEETING
Thursday, October 10, 2024 at 5:45 PM
(Immediately Following Executive Session)

This meeting is open to the public, please see page 2 for available formats.

AGENDA

- I. CALL TO ORDER**
 - A. Note the Attendance for a Quorum
 - B. Safety Moment

- II. PUBLIC COMMENT**

- III. ACTION ITEMS**
 - A. Approve STIF Discretionary Applications Addendum A

Next Board Work Session Date: Thursday, November 14, 2024
Next Regular Board Meeting Date: Thursday, October 24, 2024

Available meeting formats:

- In Person: Senator Hearing Room at Courthouse Square, 555 Court Street NE, Salem, Oregon 97301
- Zoom Gov.: Meeting ID: 161 348 2592 | Passcode: 793014
Go to: <https://cherriots-org.zoomgov.com/j/1613482592?pwd=NzKtgkkZMPKkrvbZDjY99jmrh7vsC.1OneTap>
Mobile: +16692545252,,1612017035#,,,,* 793014# US
- Landline Phone: +1 669 254 5252 US

***Public Comment:** Designated time for community members to testify before the board on any items of Board business, being limited to three minutes. Public Comments are accepted in writing, by email, in person, or by ZoomGov (Written testimony will be submitted and entered in to the record if it is received by 5:00 P.M. on the day of the meeting).

Email: Board@cherriots.org

Mail: Attn: Cherriots Board, 555 Court St. NE, Suite 5230, Salem, OR 97301

Virtual Meetings: The Board of Directors meeting is a public meeting; in a place that is ADA- accessible. Board meetings will also be available via ZoomGov. The meeting I.D. and passcode are below the agenda.

Closed Captioning (CC): ZoomGov's live streaming platform includes Closed Captioning (CC). It is a good tool for aiding viewer participation in the meeting. However, CC does not always translate accurately.

Alternate Formats: This is a public meeting in a place that is ADA accessible. With 48 hours of notice, auxiliary hearing aids and services, and alternate formats for individuals with limited English proficiency are available. Requests can be made to the Clerk of the Board by phone at 503-588-2424 or with the assistance of TTY: Oregon Relay Services at 1-800-735-2900 (or 711). Cherriots administration office hours are Monday-Friday from 8:00 AM to 5:00 PM.

Electronic Copies of the Board's meeting agenda packet are distributed by email 6-7 days prior to the meeting. The agenda packet is also included on the Cherriots website under Public Meetings and Notices at: <https://www.cherriots.org/meetings/>.

Email Distribution List: To add your email address to the Board's meeting distribution list, please send your email address to the Clerk of the Board at publictestimony@cherriots.org.

Reuniones Virtuales: La reunión de la Junta Directiva es una reunión pública; en un lugar accesible según la ADA. Las reuniones de la junta también estarán disponibles a través de ZoomGov. La reunión I.D. y el código de acceso están debajo de la agenda.

Subtítulos (CC): la plataforma de transmisión en vivo de ZoomGov incluye subtítulos (CC). Es una buena herramienta para ayudar a los espectadores a participar en la reunión. Sin embargo, CC no siempre traduce con precisión.

Formatos alternativos: esta es una reunión pública en un lugar accesible según la ADA. Con 48 horas de anticipación, se encuentran disponibles audífonos y servicios auxiliares, y formatos alternativos para personas con dominio limitado del inglés. Las solicitudes se pueden hacer al Secretario de la Junta por teléfono al 503-588-2424 o con la ayuda de TTY: Oregon Relay Services al 1-800-735-2900 (o 711). El horario de atención de la administración de Cherriots es de lunes a viernes de 8:00 a. m. a 5:00 p. m.

Las copias electrónicas del paquete de la agenda de la reunión de la Junta se distribuyen por correo electrónico 6-7 días antes de la reunión. El paquete de agenda también se incluye en el sitio web de Cherriots en Reuniones públicas y avisos en: <https://www.cherriots.org/meetings/>.

Lista de distribución de correo electrónico: Para agregar su dirección de correo electrónico a la lista de distribución de reuniones de la Junta, envíe su dirección de correo electrónico al Secretario de la Junta a publictestimony@cherriots.org.

SPECIAL BOARD MEETING MEMO

Agenda Item II.A

To: Board of Directors

From: Jim Row, Chair, Statewide Transportation Improvement Fund Advisory Committee (STIFAC)
Shofi Ull Azum, Chief Planning and Development Officer

Thru: Allan Pollock, General Manager

Date: October 10, 2024

Subject: Approve STIFAC recommendations for STIF Discretionary funding projects.

ISSUE

Shall the Board adopt Resolution No. 2024-03 ([Attachment A](#)), recommending funding approval of projects for the 2025-2027 STIF Discretionary Fund and direct the General Manager to submit the Qualified Entity (QE) STIF Discretionary funding recommendation to ODOT by October 22, 2024?

BACKGROUND AND FINDINGS

The Statewide Transportation Improvement Fund (STIF) program was established in House Bill 2017 to provide a dedicated source of funding for improving, maintaining, and expanding public transportation for all users. Every two years, public transportation funding is made available to support access to jobs, improve mobility, relieve congestion, and reduce greenhouse gas emissions in Oregon.

The STIF Discretionary fund is intended to provide a flexible funding source to improve public transportation in Oregon; it makes up five percent of all STIF funding. It is not a source of ongoing operations funding. A **20% match is required** for this funding. Projects eligible for funding under the STIF Discretionary fund include but are not limited to capital projects such as vehicles, facilities, equipment, and technology; and management, planning, and research.

Oregon Department of Transportation (ODOT) opened the STIF Discretionary funding solicitation on July 11, 2024 and applications were due to ODOT by September 5, 2024. ODOT completed the project eligibility reviews submitted for STIF Discretionary funding and shared the eligible projects with the QE. As a QE, Salem Area Mass Transit District (District) received eligible projects in Marion and Polk County from ODOT on September 25, 2024.

The STIF Advisory Committee (STIFAC) met to review two (2) STIF discretionary applications for Marion and Polk County. The meeting was held on September 27, 2024 to hear presentations from applicants, discuss the projects, and make a recommendation to the Board for funding. There were two eligible applications received as of the STIFAC meeting date and Table 1 shows the summary of each project. The STIFAC recommended both District projects with equal priority. The District prefers to prioritize the paratransit vehicle replacement project over the East Salem Transit Center project.

Table 1: 2025-2027 STIF Discretionary funding applications in Marion and Polk County, OR

Projects	2025-2027 STIF Discretionary Grant Funding Request (80%)	Local Match (20%)	Total Project Cost
Ten paratransit vehicles replacement (District)	\$2,128,000	\$532,000	\$2,660,000
East Salem Transit Center – Preliminary engineering and NEPA process (District)	\$403,200	\$100,800	\$504,000

FINANCIAL IMPACT

If awarded, these projects and awarded funding will be included in the FY 26 District budget. 2025-2027 STIF Discretionary funds support projects and services from July 1, 2025 to June 30, 2027.

RECOMMENDATION

The STIFAC recommends that the Board adopt Resolution No. 2024-03, approving the list of projects and funding amounts of 2025-2027 STIF Discretionary projects and direct the General Manager to submit the Qualified Entity funding recommendation to ODOT in accordance with the recommendation by October 22, 2024.

PROPOSED MOTION

I move that the Board adopt Resolution No. 2024-03, approving the list of projects and funding amounts of the 2025-2027 STIF Discretionary projects, as recommended by the STIFAC, and direct the General Manager to submit the Qualified Entity STIF Discretionary funding recommendation to ODOT in accordance with the recommendation by October 22, 2024.

RESOLUTION NO. 2024-03

APPROVAL OF 2025-2027 BIENNIUM STIF DISCRETIONARY GRANT APPLICATIONS

WHEREAS, the Salem Area Mass Transit District, hereafter referred to as “District,” is designated as the “Qualified Entity (QE)” for Marion and Polk Counties.

WHEREAS, as a QE, the District facilitated the 2025-2027 STIF Discretionary funding application review, scoring and funding recommendation process. The STIF Advisory Committee (STIFAC) made the funding recommendation on behalf of QE for 2025-2027 STIF Discretionary grant funding.

WHEREAS, Table 1 attached to this resolution contains the projects and project costs for projects proposed for 2025-2027 STIF Discretionary funding grant.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF SALEM AREA MASS TRANSIT DISTRICT;

THAT, the Board adopt Resolution No. 2024-03 to approve the list of projects and funding amounts identified in Table 1 attached to this resolution; and direct the General Manager to submit the Qualified Entity STIF Discretionary funding recommendation to ODOT by October 22, 2024.

ADOPTED by the Board of Directors on the 10th day of October 2024, and effective thereupon.

ATTEST:

Kirra Pressey
Recording Secretary

Maria Hinojos Pressey
Board President

Table 1: 2025-2027 STIF Discretionary funding applications in Marion and Polk County, OR

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**2025-27 Salem Area Mass Transit District STIF
Disc. & STN**

Applicant
Salem Area Mass Transit District
555 Court St NE Suite 5230
Salem, OR 97301-3736

Number: P-25-0881
Date: 08/29/2024
Notice #: D25STIFSTN
Closing Date/Time: 09/05/2024 11:59 PM
Planned Agreement Start: 07/01/2025
Planned Agreement End: 06/30/2027

D-U-N-S Number: 046259230
FEIN: 930793128
Provider Type: Mass Transit District

**Authorized Representative
(Person signing Grant Agreement)**

Contact: Allan Pollock
Title: General Manager
Phone: 1 (503) 361-2550
Email: allan.pollock@cherriots.org

Application Contact

Contact: Matt Marquez
Title:
Phone: 1 (503) 361-7524
Email: matt.marquez@cherriots.org

Comments: 1) SAMTD inquired with our Regional Transit Coordinator about how the district should respond to questions 28, 40, 41, 42, and 43 given that this proposal is not for an operations project. SAMTD was advised to answer "No" to question 28 and enter "0" for questions 40-43.

2) Questions 61, 62, 63, and 64 answers were provided using the existing schedules for intercity service in Salem. Answers related to future intercity service that could operate out of an East Salem Transit Center are below:

61- When multiple public transit service providers operate from the East Salem Transit Center SAMTD aims to coordinate our services so that riders would be able to reliably transfer between services. With real-time updates, passengers can make better decisions about their travel routes and times. If a delay is expected, they might choose alternative routes or modes of transport, optimizing their journey.

62- When multiple public transit service providers operate from the East Salem Transit Center SAMTD aims to coordinate our services so that riders would be able to reliably transfer between services. This includes ensuring that layover durations are optimized so that riders experience an efficient end-to-end trip without too short or too long of a layover. This transit center will likely to offer comfortable and well-equipped waiting areas, including amenities such as restrooms, and seating, to improve the experience for passengers during layovers.

63- When multiple public transit service providers operate from the East Salem Transit Center SAMTD aims to coordinate our services so that riders would be able to have at least three hours to conduct business.

Risk Assessment

1. Did your agency have any turnover of management or financial staff in the last two years?	Yes
2. 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
3. What type of accounting system does your agency use?	Combined
4. Does your agency have a system in place that will account for 100 percent of	Yes

each employee's time?	
5. Was your agency audited by the State and/or Federal government in the past two years?	Yes
6. If you answered "Yes" in question 5, did the audit result in one or more audit findings?	No
7. If applicable, share a list of findings and repeat findings. N/A	
8. If applicable, explain any repeat audit findings. N/A	
9. List the year of your last audit and include a URL to the audit document. 2023, https://www.cherriots.org/media/doc/Final_ACFR_-_FY23.pdf	
10. Is the Public Transportation Division currently conducting a forensic audit of your agency?	No
11. Did your agency stay on budget in the past two years?	Yes
12. Certification of Compliance	Yes

Delegation of Administration

13. Do you plan to use a subrecipient or contractor to implement the grant supported activity?	Yes
14. If you answered "Yes" in question 13, list the subrecipient(s) and/or contractor(s).	To be determined after formal solicitation process
<p>15. If you answered "Yes" in question 13, describe how your agency will provide sufficient subrecipient and/or contractor oversight to ensure eligibility is maintained while receiving STIF Discretionary or Statewide Transit Network moneys.</p> <p>SAMTD utilizes a variety of accounting, procurement, and project management strategies to provide oversight to subrecipients and contractors. For instance, SAMTD has an accounting system that allows the district to completely and accurately track the receipt and disbursement of funds related to grant awards. Any external contractor would be selected through a competitive solicitation process that follows relevant federal, state, and internal procurement practices. This includes requiring contractors to provide detailed invoices and ensuring that SAMTD staff thoroughly inspect the work performed. In addition, SAMTD formed a new internal Project Management Office in 2023 that is taking ownership of project oversight to ensure accurate and timely project delivery. The PMO will meet with the consultant team on a regular basis to receive and provide updates while addressing any barriers that arise. These efforts will enable SAMTD to effectively work with external contractors on work related to this proposal.</p>	

Project Information

16. Project Title	East Salem Transit Center- Preliminary Design and NEPA Process
<p>17. Project Description</p> <p>This project is intended to only fund pre-land-acquisition activities and will include site selection, preliminary site design and engineering, NEPA process, and external project management for a new transit center in East Salem. SAMTD aims to begin the site selection process in the eastern section of Salem's urban growth boundary during FY25 using a 5307 formula grant from FTA, however these funds are insufficient to complete all activities through NEPA concurrence. This STIF Intercommunity application would provide the additional funding needed to complete all activities through NEPA concurrence. Once a property has been identified, an engineering or architectural firm will complete preliminary site design and engineering for the new transit center. The necessary review of the site for concurrence with NEPA, and compliance with local land use regulations, would occur concurrently with the preliminary design process.</p>	
18. What is the main type of service that will be supported with this award?	Fixed Route
19. If you selected "Other" in question 18, please describe.	N/A
<p>20. Describe the task level deliverables, including where applicable the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and contract completion date.</p> <p>Expected deliverables for this project include: Project management, facilitation of pre-design meetings with SAMTD staff to determine specifications, conceptual site and building layouts, a list of potential sites in East Salem that could accommodate the needs of the project, monthly project management reports, preparation of meeting agendas, public engagement support by providing graphics and other meeting materials, preliminary site engineering and design, and NEPA application. RFP Issued 7/1/2025</p>	

Contract Award 9/30/2025 Project Management 10/1/2025 Site Selection 10/1/2025 Preliminary Design 10/1/2025 NEPA 6/1/2026 Contract Completion 6/30/2027	
21. Select the fund source(s) for which you would like to be considered for and that you believe your project is eligible to receive. Check all that apply. STIF Discretionary	
22. What is the estimated total cost to complete this project? Include the total request in this application plus all additional expenditures required to complete the project.	\$504,000
23. What is the minimum award amount (grant share only, not including match) that will still allow your project to proceed?	\$403,200
24. If you would like to be considered for a 10% match, select each factor that you believe is exemplified by the proposed project.	
25. Will Federal funds be used to complete this project? Yes	
26. For intercity projects, identify the origin and destination of the proposed service as well as each municipality that the service stops in along the route. N/A	
27. What is the gap in intercity transportation service that it fills? N/A	
28. Would this award support ongoing operations of an existing service? No	
29. If you answered "Yes" to the question 28, describe any elements of the proposed project that differ from the existing service.	
30. If you answered "Yes" to question 28, provide a brief history of the current service.	
31. If you answered "Yes" to question 28 provide the costs for operations for the service for the previous fiscal year.	
33. If the service operated in 2022, how many unique riders were served by the service? Answer N/A if not tracked.	
37. If the service operated in 2023, how many unique riders were served by the service? Answer N/A if not tracked.	
41. If you answered "No" to question 28, what is the predicted number of unique riders that will be served in the first full year of service? Answer N/A if not tracked.	0
44. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements? Yes	
45. If this project will involve breaking ground or any other activity that might require environmental review (e.g., facility construction or improvement), what is the address of the project? To be determined after NEPA process is complete, and property is selected and purchased with other funds.	
46. Describe proposed capital purchases. Capital assets are items that cost at least \$5,000 and have a useful life of at least three years. If no capital assets are included in your application, answer N/A. No capital assets will be included in this proposal.	

Scored Questions

Community benefits (STIF-Discretionary 30%, STN 50%)

47. Describe the need this project addresses. Please provide information to support these statements. This project addresses the need for improved transit infrastructure in East Salem. The eastern area of Salem has seen new development and growth in recent years and there is not a dedicated transit center to accommodate the transit needs of this community. There are some existing locations in East Salem where transferring between routes is possible such as at Chemeketa Community College and along Silverton Rd NE. Although transferring at these locations is possible, doing so requires riders to walk over 550 feet between two bus stops in environments with poor lighting and no protection from inclement weather. SAMTD has received feedback through open houses and surveys that indicate the community would like the district to invest in better connections for low-income residents who rely on public transit. In addition, SAMTD's 2023 community survey listed "shelter at transit stops" as the third best way SAMTD could provide more value to the community. Constructing a new transit center in East Salem would provide a central location for making safe and reliable transfers for riders. The new transit center would reduce the distance riders would need to walk between transfer points. It would also increase rider safety by providing a well-lit waiting area with on-site security for riders to make transfers. This project would also enhance
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SAMTD overall efficiency by providing a location to schedule connections for local and intercity services. SAMTD also aims to make this transit center a mobility hub by integrating other modes of travel such as shared mobility devices and on-demand services. In short, seamless transfers, improved accessibility and connectivity, enhanced safety and security will not only benefit existing transit riders but also can be incredibly effective in attracting new transit riders who might otherwise rely on personal vehicle.

48. Describe how your agency determined this need existed, including any community engagement you conducted.

SAMTD determined the need for an East Salem transit center by reviewing service data and gathering feedback through open houses, pop-up events, and surveys. This combination has allowed SAMTD to have a broad understanding of the transit needs in East Salem. Community feedback has indicated that the community would like the district to invest in better connections for low-income residents who rely on public transit. In addition, SAMTD's 2023 community survey listed "shelter at transit stops" as the third best way SAMTD could provide more value to the community. This project directly addresses both of those points by establishing a mobility hub that will allow for more seamless connections while providing more shelter for waiting riders. Analysis of SAMTD's current service data shows strong and increasing ridership on routes that serve East Salem. As the demand for service continues to grow in this area it will be beneficial to SAMTD to have a dedicated transit center and mobility hub in East Salem to better serve the current and future riders.

49. Describe the expected community benefits from this project.

The East Salem Transit Center project is expected to have several community benefits, including improved access to public transportation, enhanced safety for transit users, and greater regional connectivity. The transit center will serve as a mobility hub for intercity, local fixed route, and other transportation modes such as bikeshares and on-demand services. This will provide residents with more reliable and convenient options for travel. East Salem has seen significant growth in recent years and residents have a limited number of transit options to efficiently travel around the area. This new mobility hub would not only enable better connections to the existing local and regional networks, but would also enable SAMTD to consider implementing new routes to better serve this area in the future if additional funding was identified. The project will also contribute to community safety by providing a secure and well-lit environment for passengers, which reduces the risk associated with having riders transfer between, and wait at, disconnected and poorly-lit bus stops. In the long term, the transit center is expected to encourage greater use of public transportation, reducing the amount of greenhouse gas emissions from private vehicles in the area.

50. If this project did not receive funding from this solicitation, what are the expected impacts?

If SAMTD does not receive funding for this proposal the East Salem Transit Center project would be left underfunded. As a result, work to select a site, draft preliminary facility designs, conduct preliminary engineering, and complete the NEPA process would have to be put on hold until additional funding was identified and secured. This could bring significant delays to the East Salem Transit Center project.

51. Describe how this project supports positive health outcomes.

The East Salem Transit Center project will support positive health outcomes by expanding the community's access to healthcare and by encouraging travel without a personal vehicle. Having reliable transportation can be a significant barrier for people trying to receive healthcare. The East Salem Transit Center will enhance the reliability of SAMTD's service in East Salem by allowing the district to schedule better connections that get riders where they need to go. This leads to better health outcomes by enabling more individuals to access healthcare services that they may not have previously had transportation to. In addition, increasing reliability and providing a more secure, easy to navigate transfer area will lead to an increase in transit ridership. Transit ridership and active transportation are closely linked as transit riders usually have to walk or ride between a transit stop and their destination. As transit ridership increases due to the East Salem Transit Center so will the positive health outcomes of those who ride transit given that they will also increase the amount of walking or riding they do in their daily lives. In summary, Bikeshare and mobility hubs component of this transit center will contribute to improved health by promoting physical activity, reducing environmental pollutants, enhancing mental health, and improving overall access to health services and community resources.

52. Does your project have the potential to increase the use of active transportation, including public transportation?

Yes

53. If you answered "Yes" in question 52, please describe how.

The East Salem Transit Center will enhance the reliability of SAMTD's service in East Salem by allowing the district to schedule better connections that get riders where they need to go. In addition, increasing reliability and providing a more secure, easy to navigate transfer area will lead to an increase in transit ridership. Transit ridership and active transportation are closely linked as transit riders usually have to walk or ride between a transit stop and their destination. As transit ridership increases due to the East Salem Transit Center so will the amount of walking or riding among transit users. In addition, the East Salem Transit Center will also be a mobility hub that provides facilities for active transportation modes. By providing things like bike lockers and shared mobility stations the East Salem Transit Center will encourage the surrounding community to use more active transportation.

If you are not applying for Statewide Transit Network (STIF Intercommunity and FTA 5311(f)) funding, go to question 67.

For applications for Statewide Transit Network funding, please answer questions 54-66. For questions that don't apply to this project, respond N/A.

54. Select all that apply to your project.

Improves the passenger experience.

<p>55. Describe how this project would improve each of the items you selected in question 54. The East Salem Transit Center project would improve the passenger experience by reducing the risk associated with having riders transfer between, and wait at, disconnected and poorly-lit bus stops. There are some existing locations in East Salem where transferring between routes is possible such as at Chemeketa Community College and along Silverton Rd NE. Although transferring at these locations is possible, doing so requires riders to walk between two bus stops in environments with poor lighting and no protection from inclement weather. The project will provide riders a better experience by providing a central transfer location in East Salem that has shelter from the elements and is staffed by transit security. This transit center will offer smooth and efficient transfers, combined with improved connectivity, which will make our transit service a more pleasant experience, encouraging more people to use it regularly. In addition, the project also has the potential to benefit multiple transportation service providers in the future. Currently, SAMTD is the only public transportation service provider that stops in East Salem. However, there are other public transportation service providers that serve downtown Salem that have expressed interest in stopping in East Salem to create better intercity connections for their riders. Making that connection is currently challenged by the state of transit infrastructure in East Salem due to the fact that there is not a location with enough space to accommodate multiple public transportation service providers at one time.</p>	
<p>56. Describe how this project implements technological innovations that improve efficiencies and support a seamless and easy to use Statewide Transit Network. This project connects communities by creating a transit center space that can facilitate intercity bus transfers. There are currently multiple public transportation service providers that could make better connections in the East Salem area if a facility were available. This would help fill gaps in the statewide transit network by encouraging more service providers to coordinate their services at a shared location. Digital displays showing real-time predictions for all transit services at this transit center will help to ensure that connections between different transit routes are as smooth as possible. Passengers will be able to see when their next connection is due, reducing the time spent waiting and improving the overall efficiency of the transfer process.</p>	
<p>57. Describe how this project develops service improvements and/or approaches that can be replicated statewide. This project develops service improvements that can be replicated statewide by creating a convenient transit center space that can facilitate intercity bus transfers. There are likely other examples in the state where multiple public transportation service providers operate in the same areas but do not provide effective transfers for riders due to a lack of space to facilitate such transfers. Transit centers provide a logical place for multiple service providers to meet each other where riders have access to shelter, lighting, security and operators have access to adequate space to stage vehicles.</p>	
<p>58. Describe how this project improves infrastructure at interregional transit hubs. This project would create an interregional transit hub in East Salem that could be utilized by multiple public transportation service providers. There currently is not a suitable location in East Salem to host interregional connections. This project would establish an East Salem Transit Center so that riders could have a central location to access SAMTD local and interregional service. As mentioned, other public transit service providers do not currently serve East Salem, but have expressed interest in doing so. This project would enable other providers to connect with SAMTD local and existing regional service.</p>	
<p>59. Describe how this project improves, maintains, or creates a transit stop that is served by two or more fixed route transportation service providers. This project would create an interregional transit hub in East Salem that could be utilized by multiple public transportation service providers. There currently is not a suitable location in East Salem to host interregional connections. This project would establish an East Salem Transit Center so that riders could have a central location to access SAMTD local and interregional service. As mentioned, other public transit service providers do not currently serve East Salem, but have expressed interest in doing so. This project would enable other providers to connect with SAMTD local and existing regional service. For instance, South Metro Area Regional Transit (SMART) and Salem Area Mass Transit District (SAMTD) operate route 1X between Wilsonville and downtown Salem. Constructing an East Salem Transit Center would enable SMART services to establish a stop in East Salem, in addition to downtown. This would provide riders more access to destinations within the Salem-Keizer urban growth boundary than they currently have.</p>	
<p>60. If this is an intercity service, list the names of all other intercity transportation services such as other public transit services, nonprofit or for-profit transportation services, or passenger rail with which it shares stops. In the future, the East Salem Transit Center has the potential to allow multiple public transportation service providers to share the stop. Potential service providers that may use the location are Salem Area Mass Transit District (SAMTD) and South Metro Area Regional Transit (SMART).</p>	
<p>61. When the intercity service connects with other intercity or local transportation services or passenger rail is the layover time long enough for passengers to reliably transfer to another service?</p>	<p>Yes</p>
<p>62. When the intercity service connects with other intercity or local transportation services or passenger rail is the layover time 60 minutes or less?</p>	<p>Yes</p>
<p>63. Can riders make a round trip on the intercity transportation service in the same day and have at least three hours at their destination to conduct business?</p>	<p>Yes</p>
<p>64. What is the service frequency of the intercity service?</p>	<p>5 days/week</p>
<p>65. Does the project provide benefits for the Statewide Transit Network that have not been addressed in the previous questions in this section?</p>	<p>No</p>

66. If you answered "Yes" in question 65, describe any additional project benefits.

N/A

Equity (STIF-Discretionary 20%, STN 15%)

67. What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please attach it to your application.

SAMTD primarily serves the Salem-Keizer urban growth boundary. SAMTD Regional service extends beyond the urban growth boundary to serve the communities of Dallas, Monmouth, Independence, Turner, Aumsville, Stayton, Mill City, Silverton, Mt. Angel, Woodburn, and Wilsonville.

68. If the project serves more than one community (e.g. intercity bus), what are the geographic boundaries (e.g. city, county, and/or urban growth boundaries, etc.) of the primary beneficiaries of the service?

The primary beneficiaries of this project will be residents of the Salem-Keizer urban growth boundary. These residents would benefit from a creation of new mobility hub that would provide more seamless connections between local and regional services as well as active transportation options. There is also potential for others outside of the Salem-Keizer urban growth boundary to benefit from this project in the case that other public transportation service providers begin serving the new transit center. There are currently service providers that connect with SAMTD's network that could utilize a transit center in East Salem including South Metro Area Regional Transit (SMART). As additional regional connections emerge at the new East Salem Transit Center the number of beneficiaries of this project will expand.

69. What engagement has your agency conducted or does it plan to conduct with disadvantaged communities or their representatives in the development of this project?

SAMTD gathered feedback from disadvantaged communities through open houses, pop-up events, and surveys. Open house and pop-up events provided attendees with system information using infographics and existing condition reports. SAMTD's 2023 Community Value Survey was used to gather feedback on the community's transit needs and their overall perception of SAMTD. These activities allowed SAMTD to gain a broad understanding of the transit needs in East Salem. SAMTD aims to conduct more specific outreach about this project with disadvantaged communities including: Seniors, People with physical/intellectual/developmental disabilities and visual impairments, Refugees, People of Color, Low income, and Students. This would be accomplished through partnerships with local community organizations and social service providers in addition to holding outreach events hosted by SAMTD. In addition, SAMTD intends to conduct outreach to specific neighborhoods that would be impacted by the project as we work through the site selection process.

70. If such engagement is not important to the success of this project, please explain why.

Community engagement is a crucial component of this project. The input from community groups, other public agencies, and the general public has been instrumental in outlining the need for a transit center in East Salem. By involving these communities in the planning process, SAMTD is able to plan a project that serves its intended purpose and delivers meaningful benefits to those who rely on transit services the most.

71. How will disadvantaged communities benefit from this project?

The East Salem Transit Center project will benefit disadvantaged communities including low-income residents, seniors, and individuals with disabilities. These populations will benefit from a safe, centralized transit center that will improve the rider experience by reducing the amount of walking between transfer points. In addition, the new transit center will provide a secure and sheltered place to wait for a connection. These improvements make public transportation more convenient and reliable for disadvantaged populations. The improved transit connections that are made possible with this project will enhance access to essential services such as healthcare and employment for those that do not have access to a private vehicle. By reducing transportation barriers the project will promote inclusion for disadvantaged communities.

72. How will disadvantaged communities be burdened by this project?

This project is intended to benefit disadvantaged communities, but there may be some temporary burdens as work takes place to construct the new transit center. When construction begins there could be an increase in noise and traffic disruptions in the immediate area. There is also a chance that some SAMTD services could operate on detour or from temporary stop locations during construction. SAMTD is committed to minimizing these impacts by providing clear communication and alternative arrangements. Additionally, there is a chance that the project could increase the amount of noise and light emitted to the surrounding areas once the transit center begins operation. SAMTD aims to mitigate these increases through thoughtful design choices.

Climate mitigation (STIF-Discretionary 20%, STN 15%)

73. For planning projects, please describe how the project will lead to reductions in greenhouse gas emissions.

N/A

74. If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project.

SAMTD is committed to minimizing the climate impact of the East Salem Transit Center project through sustainable design and construction practices. The transit center will contribute to long-term reductions in greenhouse gas emissions by including infrastructure to support electric buses and other low-emission vehicles. SAMTD also has a strong history of incorporating sustainable elements into facility designs. The best example of this can be seen at SAMTD's Keizer Transit Center where sustainable features like solar

panels, a green roof, low-energy lighting fixtures, and a storm water collection and treatment system with native plants are cornerstones of the facility's design. SAMTD intends to use similar design practices when constructing the East Salem Transit Center.

75. If applicable, describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation.

The East Salem Transit Center will encourage the use of public transportation by improving the connections and reliability of transit service. By providing a more convenient and reliable transit option the transit center is expected to attract new riders and increase overall public transportation ridership. This increase in public transit use would transition riders away from making trips in their personal vehicles which has the potential to reduce the amount of greenhouse gas emissions. The transit center will also be designed to accommodate future electric bus services which will further reduce the carbon footprint of public transit. Additionally, the transit center will include amenities that support active transportation, such as bike lockers and pedestrian pathways, that encourage residents to walk or bike to the transit center rather than drive.

76. Is the proposed project a zero-emission capital project (e.g., facility improvement or vehicle purchase)?	No
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Answer questions 77-84 if you are applying for funding for one or more standard fuel vehicles (i.e., diesel or gasoline). Otherwise, skip to question 85.

A "standard fuel vehicle" is a vehicle that uses diesel or gasoline. "Low- or no-emission vehicles" include battery electric, fuel cell electric, diesel-electric hybrid, gas-electric hybrid, natural gas, propane or other alternative fuel.

77. Does the proposed project include the acquisition of one or more standard fuel vehicle (i.e., diesel or gasoline)?	No
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78. If you answered "Yes" to question 77, what low- or no-emission vehicle options did your agency consider? Select all that apply.	
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79. If you answered "Other alternative fuel" for question 78, please explain.	
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80. Why does your agency believe that a low or no-emission vehicle is not a practicable option currently? Select all that apply.	
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81. If you selected "Other" for question 80, please explain.	
---	--

82. If your agency is applying for a standard fuel vehicle, describe the efforts your agency made to determine that an alternative fuel vehicle is not a practicable option currently.	
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83. For each vehicle you intend to acquire if awarded funding, please provide the vehicle category and propulsion type.	
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84. For each vehicle you intend to acquire if awarded funding, please estimate the annual total miles each vehicle will be driven for each year of service (i.e., annual vehicle miles travelled).	
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Safety (STIF-Discretionary 20%, STN 10%)

85. Describe the safety improvements or features funded by this project. In particular, how will the project improve the safety of vulnerable road users and transit riders?

The East Salem Transit Center project would improve safety by reducing the risk associated with having riders transfer between, and wait at, disconnected and poorly-lit bus stops. Currently, riders in East Salem have few places to transfer between services. A majority of these locations require riders to walk long distances in poorly-lit, unsecure areas. The East Salem Transit Center would provide a central, secure, well-lit, and sheltered location for riders to transfer between services. Having lighting and security staff onsite will act as a deterrent for criminal activity and improve the safety of transit users in East Salem. In addition, the transit center's focus on providing connectivity for walking and biking will also improve safety by ensuring those modes have clearly marked access and egress points that interface properly with transit and vehicle traffic. These considerations will reduce the likelihood of exposing bikers and pedestrians to conflicts with drivers in the often-busy transit center environment. Overall, the East Salem Transit Center enhances the safety of vulnerable road users when compared to what they experience today.

Readiness to proceed (STIF-Discretionary 10%, STN 10%)

86. Describe why this project is realistic. How will you successfully implement the project and complete it on budget and within the grant agreement period?

This project is realistic and achievable within the proposed budget and timeframe based on SAMTD's experience in managing similar projects. The scope of work has been carefully defined based on past experiences to ensure that all necessary tasks can be completed within the grant period. SAMTD is currently awaiting NEPA concurrence for a South Salem Transit Center and staff has used lessons learned from that effort to develop the scope of this proposal. SAMTD's new Project Management Office (PMO) will oversee the project and ensure that all milestones are met on time and within budget. The PMO will coordinate closely with other SAMTD staff, contractors, regulatory agencies, and community stakeholders to address any challenges that arise and keep the project on schedule and within budget.

87. If this project will last beyond the 2025-2027 biennium, describe the plan for ongoing funding including match. If not applicable, respond N/A.

This proposal will only include pre-land-acquisition activities; therefore, the East Salem Transit Center project will extend beyond the 2025-2027 biennium. SAMTD anticipates pursuing federal funding for land acquisition and construction activities.

88. 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, answer

N/A.

This proposal does not depend on other discretionary funding sources. SAMTD's formula 5307 funds are not anticipated to be enough to cover all pre-land-acquisition activities.

89. If actual costs exceed the budgeted amount for the project, describe your contingency plans.

SAMTD would use STIF Formula funds to address any potential cost overruns in this project.

90. Describe how your project could be scaled down to receive a smaller amount of money than your desired request. If your project cannot be scaled down, write N/A.

N/A

91. Describe the process your agency has for creating and maintaining the public General Transit Feed Specification (GTFS) data that describe the service.

SAMTD utilizes Trapeze software to create and maintain the district's GTFS data.

Requested (Summary)

Total Project Budget: \$504,000.00
Local Match: \$100,800.00
Total Grant: \$403,200.00

Project Details

Number	Number	Sub Type	Status	Total
P-25-0881-01	Capital Asset	Facilities	Complete	\$504,000.00

Create: Matt Marquez
Issue: Peggy Greene

Date: 09/05/2024
Date: 09/17/2024

Facilities

2025-27 Salem Area Mass Transit District STIF Disc. & STN

Number: P-25-0881-01
Date: 08/30/2024

Task Description

This proposal is intended to fund pre-land-acquisition tasks including: project management, site selection, preliminary design, and submitting a NEPA application.

Task Budget

Total Project Cost \$504,000.00
 Match Ratio (Fund/Provider) 80%/20%
 Total Grant Request \$403,200.00

Match Source

State \$100,800.00
 Local \$0.00
 Fare Box \$0.00
 In Kind \$0.00
 Other \$0.00

Real Property and Construction Projects

Will this project involve breaking ground or any other activity that might require environmental review per federal requirements?	Yes
Are any FTA-funded buildings that your transit agency owns located in a flood zone?	Yes
If "Yes", do you have flood insurance?	Yes
Total scope of entire facility project: The scope will involve constructing a new transit center in East Salem. This would establish a new mobility hub in the area, providing a facility for local, regional, paratransit, and shared mobility services to connect to one another. The facility will provide a well-lit, sheltered, and secure area for riders to make transfers and wait for services.	
Portion of project scope applied for in this grant. (If all, state this): This proposal is intended to fund pre-land-acquisition activities including: project management, site selection, preliminary design, and submitting a NEPA application.	
Other secured funding sources for this project: Formula 5307 funding from the Federal Transit Administration (FTA).	
Other anticipated funding sources for this project: SAMTD intends to use STIF Formula funds as a match for this STIF Discretionary proposal. To complete the land acquisition and construction SAMTD intends to pursue additional federal funding.	
Describe how the project fits into the regional coordinated plan: The coordinated plan notes a greater concentration of disadvantaged communities in the project area. In addition, it lists improved connections and more frequent service as unmet transit needs for these populations. This project addresses those unmet needs by providing a location that will simplify transferring between services. Further, the new facility would provide enough space to accommodate future service expansions in East Salem should additional funding materialize.	
Has this project been thoroughly discussed with your regional transit coordinator and have they been involved with preliminary project planning efforts?	No
If No, Explain: SAMTD is at the initial stage of planning for this project. The district anticipates extensive coordination with our regional transit coordinator as pre-land-acquisition activities progress.	
Is property for facility owned by your agency or an affiliate body?	No
If No, is property acquisition the preliminary phase of the project? Property acquisition would not be included in this proposal. SAMTD intends to conduct the analysis necessary to select a suitable site for the project, draft a preliminary design, and submit a NEPA application with these funds.	
If an acquisition, has a firm offer been made on this project, and when?	
Has preliminary project planning been accomplished for this project?	No
If No, does this grant application include project planning as an initial phase? Yes this proposal is for the initial project planning to include the analysis necessary to select a suitable site	

Facilities

2025-27 Salem Area Mass Transit District STIF Disc. & STN

for the project, draft a preliminary design, and submit a NEPA application.	
Have requisite local agency planning, zoning, building permits and all approvals been applied for and received for this project?	No
If No, what is the current status of these approvals? Analysis to select a site for this project would need to be completed before SAMTD can apply for requisite local agency planning, zoning, building permits.	
Does this project involve changes to any railroad rights of way? (Answering YES disqualifies project from funding consideration)	No
Is there any other information you wish reviewers to understand about this project?	Yes
If Yes, describe: Property acquisition would not be included in this proposal. SAMTD intends to conduct the analysis necessary to select a suitable site for the project, draft a preliminary design, and submit a NEPA application with these funds.	

ALI Coding				
Item #	Quantity	Description	Unit Price	Total Cost
1	1	11.31.11 Terminal, intermodal (intercity bus) = = = = = Preliminary Engineering & Design, Site selection, NEPA, & Project Mgmt. Item Information Location including address or tax lot and Lat/Long (Example 632 E. Apple Dr., The Dalles 97058 OR Tax Lot 820 (3N-11E-35DB) at the Port of Hood River AND Latitude= 45.214940/ Longitude = -123.969360): A location for this project cannot be provided until analysis to select a site is completed. Milestones Project start date 07/01/2025 RFP/IFB: Request for proposal/Invitation for bid date 07/01/2025 Construction start date 10/01/2025 Construction end date 06/01/2026 Project completion date 06/30/2027	\$504,000	\$504,000.00

2025-27 Salem Area Mass Transit District STIF Disc. & STN

Applicant
Salem Area Mass Transit District
555 Court St NE Suite 5230
Salem, OR 97301-3736

Number: P-25-0810
Date: 08/02/2024
Notice #: D25STIFSTN
Closing Date/Time: 09/05/2024 11:59 PM
Planned Agreement Start: 07/01/2025
Planned Agreement End: 06/30/2027

D-U-N-S Number: 046259230
FEIN: 930793128
Provider Type: Mass Transit District

Authorized Representative
(Person signing Grant Agreement)

Contact: Allan Pollock
Title: General Manager
Phone: 1 (503) 361-2550
Email: allan.pollock@cherriots.org

Application Contact

Contact: Matt Marquez
Title: Grant & Project Coordinator
Phone: 1 (503) 361-7524
Email: matt.marquez@cherriots.org

- Comments:**
- 1)The applications states: "If you are not applying for Statewide Transit Network (STIF Intercommunity and FTA 5311(f)) funding, go to question 67. For applications for Statewide Transit Network funding, please answer questions 54-66. For questions that don't apply to this project, respond N/A." This application is for STIF Discretionary funding and questions 54-66 should not require a response. However, when responding to questions within section 6, OPTIS would not allow the application to advance without questions 61, 62, 63, 64, and 65 having a response. No "N/A" option was provided for these questions so a "No" response was entered.
 - 2)SAMTD's need for replacement paratransit vehicles has reached a point where the district feels that this procurement is a priority and cannot have significant delays. SAMTD has faced 18-24 month lead times on our most recent order of CNG paratransit vehicles. Due to that experience, the district is wary of embarking on a similar procurement while the need for replacement vehicles is so pressing. SAMTD is committed to exploring low-emission alternatives in future paratransit vehicle procurements. The district plans to monitor the performance of our first CNG paratransit vehicles that are currently on order and due for delivery in December 2024 (funded by ODOT agreement 34241). As these CNG paratransit vehicles go into service in 2025, SAMTD will gather performance data that will enable the district to make informed decisions about future paratransit vehicle procurements.
 - 3) A major goal of this replacement proposal is to improve the district's flexibility with paratransit scheduling and vehicle assignments by transitioning away from smaller paratransit vehicles with limited capacity like Chevrolet AM General MV-1s. Only being able to seat one non-ambulatory passenger in MV-1 vehicles limits how often SAMTD is able to assign them to paratransit trips. This restriction has kept the vehicles in excellent condition despite being past their useful life in terms of years.
 - 4) As indicated in the project details, SAMTD intends to use the Oregon state price agreement for this project. However, if vendors on the state price agreement present long lead times for vehicle delivery SAMTD may explore alternative procurement options that could expedite vehicle delivery.

Risk Assessment

1. Did your agency have any turnover of management or financial staff in the last two years?	Yes
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2. 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
3. What type of accounting system does your agency use?	Combined
4. Does your agency have a system in place that will account for 100 percent of each employee's time?	Yes
5. Was your agency audited by the State and/or Federal government in the past two years?	Yes
6. If you answered "Yes" in question 5, did the audit result in one or more audit findings?	No
7. If applicable, share a list of findings and repeat findings. N/A	
8. If applicable, explain any repeat audit findings. N/A	
9. List the year of your last audit and include a URL to the audit document. 2023, https://www.cherriots.org/media/doc/Final_ACFR_-_FY23.pdf	
10. Is the Public Transportation Division currently conducting a forensic audit of your agency?	No
11. Did your agency stay on budget in the past two years?	Yes
12. Certification of Compliance	Yes

Delegation of Administration

13. Do you plan to use a subrecipient or contractor to implement the grant supported activity?	No
14. If you answered "Yes" in question 13, list the subrecipient(s) and/or contractor(s).	N/A
15. If you answered "Yes" in question 13, describe how your agency will provide sufficient subrecipient and/or contractor oversight to ensure eligibility is maintained while receiving STIF Discretionary or Statewide Transit Network moneys. N/A	

Project Information

16. Project Title	SAMTD Paratransit Vehicle Replacements
17. Project Description This project will replace up to 10 paratransit buses that have exceeded their useful life. SAMTD's paratransit fleet currently has 34 buses, of which 27 (79%) have surpassed the end of their useful life. SAMTD has been able to keep these buses in service by conducting high-quality preventative maintenance and repairs throughout their lifecycles. While this has managed to keep buses in service, the cost of repairs and the risk of significant mechanical failure continues to increase with age. To maintain service reliability, SAMTD must begin replacing its paratransit fleet. Without this grant, maintenance costs will continue to rise, and service reliability will remain at risk. These replacements would reduce the percentage of obsolete paratransit buses from 79% to 50%. SAMTD will review qualified bus vendors on the state price agreement that can meet our specifications. Next, we will enter into a contract to procure the new buses. A preproduction meeting with the manufacturer will ensure our specifications have been met. Next the manufacturer will deliver the buses to SAMTD, where they will undergo testing and acceptance. Once accepted, the buses will be registered, licensed, and put into revenue service.	
18. What is the main type of service that will be supported with this award?	Complementary Paratransit
19. If you selected "Other" in question 18, please describe. N/A	
20. Describe the task level deliverables, including where applicable the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and contract completion date. SAMTD will review qualified bus vendors on the state price agreement who can meet our specifications. Next, we will enter into a contract to procure the new buses. A preproduction meeting with the manufacturer will ensure our specifications have been met. Next the manufacturer will deliver the buses to SAMTD, where they will undergo testing and acceptance. Once accepted, the buses will be registered, licensed, and put into revenue service. Estimated dates for these deliverables are as follows: Project Start- 7/1/25 Contract Award- 8/1/25 Initial Delivery- 12/31/26 Final Delivery- 3/31/27	

Contract Complete- 6/30/27	
21. Select the fund source(s) for which you would like to be considered for and that you believe your project is eligible to receive. Check all that apply. STIF Discretionary	
22. What is the estimated total cost to complete this project? Include the total request in this application plus all additional expenditures required to complete the project.	\$2,660,000
23. What is the minimum award amount (grant share only, not including match) that will still allow your project to proceed?	\$1,489,600
24. If you would like to be considered for a 10% match, select each factor that you believe is exemplified by the proposed project.	
25. Will Federal funds be used to complete this project? No	
26. For intercity projects, identify the origin and destination of the proposed service as well as each municipality that the service stops in along the route. N/A, this proposal is for replacement vehicles that will operate SAMTD's complementary paratransit service. That service operates within the Salem-Keizer urban growth boundary without a single fixed route.	
27. What is the gap in intercity transportation service that it fills? N/A	
28. Would this award support ongoing operations of an existing service? No	
29. If you answered "Yes" to the question 28, describe any elements of the proposed project that differ from the existing service. N/A	
30. If you answered "Yes" to question 28, provide a brief history of the current service. N/A	
31. If you answered "Yes" to question 28 provide the costs for operations for the service for the previous fiscal year.	
33. If the service operated in 2022, how many unique riders were served by the service? Answer N/A if not tracked.	
37. If the service operated in 2023, how many unique riders were served by the service? Answer N/A if not tracked.	
41. If you answered "No" to question 28, what is the predicted number of unique riders that will be served in the first full year of service? Answer N/A if not tracked.	65
44. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements? No	
45. If this project will involve breaking ground or any other activity that might require environmental review (e.g., facility construction or improvement), what is the address of the project? N/A	
46. Describe proposed capital purchases. Capital assets are items that cost at least \$5,000 and have a useful life of at least three years. If no capital assets are included in your application, answer N/A. This proposal includes up to 10 category D, standard gasoline-powered paratransit vehicles with an estimated value of \$266,000 per vehicle.	

Scored Questions

Community benefits (STIF-Discretionary 30%, STN 50%)

47. Describe the need this project addresses. Please provide information to support these statements. This vehicle replacement project addresses a critical need for SAMTD to reduce the number of obsolete vehicles in its paratransit fleet. Currently, 79% of SAMTD's paratransit fleet has exceeded its useful life, leading to an increase in maintenance costs and a higher risk of mechanical failures. This aging fleet poses a significant risk to service reliability, which is crucial for the populations that depend on these services for their daily transportation needs. These 10 replacement vehicles would reduce the percentage of obsolete paratransit buses in SAMTD's fleet from 79% to 50%. Given that paratransit service provides a lifeline for those who are unable to ride fixed-routes, the continued operation of obsolete vehicles risks compromising quality of life for those individuals. Breakdowns and delays from obsolete vehicles can inconvenience riders and, in some cases, prevent them from accessing important appointments.
48. Describe how your agency determined this need existed, including any community engagement you conducted. SAMTD identified the need for this vehicle replacement project by reviewing fleet condition assessments and feedback from the community. SAMTD regularly monitors its paratransit fleet for vehicle age, mileage, and general maintenance needs. This data revealed that 79% of SAMTD's paratransit fleet had exceeded its

useful life. As these vehicles operate beyond their useful lives the costs associated with maintaining them increases. This increase in cost contributed to the overall need for the project. In addition to vehicle assessments, SAMTD conducted outreach with paratransit riders and advocacy groups for seniors and individuals with disabilities to understand their transportation needs. Feedback was gathered through surveys, focus groups, and public meetings where community members expressed that more reliable service was a high priority for investment. SAMTD's 2022 Outreach Summary Report notes that more reliability was the 4th highest priority for future investment, with 12% of respondents ranking it as their highest priority. The recurring theme from these engagements was the community's desire for reliable, accessible transportation, particularly for accessing medical appointments and essential services. This input, along with the results of internal vehicle assessments, directly informed the decision to prioritize paratransit vehicle replacement as a key project for the district.

49. Describe the expected community benefits from this project.

This project will deliver significant benefits to the disadvantaged community of individuals with disabilities by improving the reliability and safety of SAMTD's paratransit services. This replacement project will reduce the frequency of mechanical failures, and associated service disruptions, which ensures that individuals with disabilities can depend on SAMTD transportation for their daily needs. This project will ensure the overall safety of passengers as the new vehicles will be equipped with modern safety features. Additionally, the proposal also aligns with SAMTD's broader commitment to inclusivity by providing disadvantaged communities with reliable and accessible transportation options.

50. If this project did not receive funding from this solicitation, what are the expected impacts?

If this project does not receive funding the expected impact would be that SAMTD would not purchase these replacement vehicles for paratransit service. This would leave SAMTD's paratransit fleet with 79% of vehicles past their useful life. Without replacement vehicles SAMTD expects maintenance requirements to increase, raising the cost per mile of the service.

51. Describe how this project supports positive health outcomes.

This project supports positive health outcomes by improving access to healthcare, enhancing social connectivity, and ensuring the safety and reliability of transportation services for vulnerable populations. Replacing SAMTD paratransit vehicles directly contributes to positive health outcomes by ensuring reliable and accessible transportation for individuals with disabilities. This population often faces challenges with accessing essential healthcare services. By replacing paratransit vehicles that have surpassed their useful life this project enhances the reliability of transportation services, which reduces missed or delayed medical care that could lead to worsened health conditions. The new vehicles will be equipped with modern safety features and accessibility enhancements so riders can travel in a safe and comfortable environment. Ultimately, minimizing the risk of service disruptions related to vehicle reliability helps indirectly improve the physical and mental health of the community. Reliable paratransit service also plays a crucial role in ensuring that vulnerable populations maintain social connections and independence. Many individuals with disabilities rely on paratransit for basic errands like visiting a pharmacy or grocery store. In other cases, riders take advantage of paratransit service to attend social activities like visits with friends and family or community events. The availability of safe and efficient transportation reduces the risk of social isolation in this vulnerable population, which has been linked to negative mental health outcomes such as depression and anxiety.

52. Does your project have the potential to increase the use of active transportation, including public transportation?

Yes

53. If you answered "Yes" in question 52, please describe how.

This project has the potential to increase the use of public transportation by ensuring reliable and accessible paratransit services. Individuals with disabilities often rely on friends, family, or community organizations for rides that could be taken on paratransit. As SAMTD maintains consistent, reliable service more individuals with disabilities could view paratransit service as a viable alternative to driving alone or relying on others for transportation. This shift has some potential to also increase use of SAMTD fixed-route service as paratransit users recognize the reliability and accessibility options in the broader transit network. Additionally, the project indirectly supports active transportation by enabling more individuals to access downtown, shopping centers, parks, and other destinations where walking is common.

If you are not applying for Statewide Transit Network (STIF Intercommunity and FTA 5311(f)) funding, go to question 67.

For applications for Statewide Transit Network funding, please answer questions 54-66. For questions that don't apply to this project, respond N/A.

54. Select all that apply to your project.

None apply to my project.

55. Describe how this project would improve each of the items you selected in question 54.

N/A

56. Describe how this project implements technological innovations that improve efficiencies and support a seamless and easy to use Statewide Transit Network.

N/A

57. Describe how this project develops service improvements and/or approaches that can be replicated statewide.

N/A

58. Describe how this project improves infrastructure at interregional transit hubs.

N/A

59. Describe how this project improves, maintains, or creates a transit stop that is served by two or more fixed route transportation service providers.

N/A	
60. If this is an intercity service, list the names of all other intercity transportation services such as other public transit services, nonprofit or for-profit transportation services, or passenger rail with which it shares stops.	
N/A	
61. When the intercity service connects with other intercity or local transportation services or passenger rail is the layover time long enough for passengers to reliably transfer to another service?	No
62. When the intercity service connects with other intercity or local transportation services or passenger rail is the layover time 60 minutes or less?	No
63. Can riders make a round trip on the intercity transportation service in the same day and have at least three hours at their destination to conduct business?	No
64. What is the service frequency of the intercity service?	Service does not occur weekly
65. Does the project provide benefits for the Statewide Transit Network that have not been addressed in the previous questions in this section?	No
66. If you answered "Yes" in question 65, describe any additional project benefits.	
N/A	

Equity (STIF-Discretionary 20%, STN 15%)

67. What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please attach it to your application.	
SAMTD paratransit service only operates within the Salem-Keizer Urban Growth Boundary (UGB).	
68. If the project serves more than one community (e.g. intercity bus), what are the geographic boundaries (e.g. city, county, and/or urban growth boundaries, etc.) of the primary beneficiaries of the service?	
SAMTD paratransit service only operates within the Salem-Keizer Urban Growth Boundary (UGB).	
69. What engagement has your agency conducted or does it plan to conduct with disadvantaged communities or their representatives in the development of this project?	
SAMTD has undertaken a broad approach to engage with disadvantaged communities in the development of this project. We collaborated closely with local organizations that serve seniors, individuals with disabilities, and low-income populations to gather input on their specific transportation needs. This engagement included promotional materials, online open houses, surveys, pop-up tabling events, interviews, and community presentations. SAMTD consulted with community stakeholders that commonly work with seniors and individuals with disabilities such as: Marion County Intellectual and Developmental Disabilities Services, Salem Health, Kaiser Permanente, Oregon Commission for the Blind, Garten Services, and the Cherriots Community Advisory Committee among others. A common theme that was observed from these discussions was the need for seniors and individuals with disabilities to have reliable transportation to their services. Lack of reliable personal transportation was a common reason why clients of these stakeholders were unable to access their services. Beyond community organizations, SAMTD also heard directly from individuals in the community at pop-up events and through surveys. When SAMTD's Community Value Survey asked the question, "Which THREE items should receive the MOST EMPHASIS from [SAMTD] leaders over the next two years?" the results showed that the top three priorities for the community were: 1) enabling people to get to jobs (40%), 2) providing affordable transportation options (36%), and 3) providing transportation options to people with special mobility needs (35%). This vehicle replacement project will enable SAMTD to advance the first and third priorities noted in that survey response. Feedback from these conversations was instrumental in shaping the district's focus on obtaining replacement vehicles that improve reliability and safety. Additionally, SAMTD plans to continue engaging with these communities throughout the life of the project to ensure it meets their needs.	
70. If such engagement is not important to the success of this project, please explain why.	
Community engagement is a crucial component of this project. The input from community groups, other public agencies, and the general public has been instrumental in outlining how vital safe and reliable paratransit service is to disadvantaged populations like seniors and individuals with disabilities. By involving these communities in the planning process, SAMTD is able to design a project that serves its intended purpose and delivers meaningful benefits to those who rely on paratransit services the most.	
71. How will disadvantaged communities benefit from this project?	
Disadvantaged communities, particularly seniors and individuals with disabilities, will benefit significantly from this project. These populations often face challenges with participating fully in their community, accessing essential services, and maintaining their independence due to lack of reliable transportation. The replacement of obsolete paratransit vehicles will ensure more reliable transportation that enables disadvantaged community members to access essential services. These community members will also benefit from the safety and comfort features a new vehicle brings. Having a safe and comfortable ride is especially important for individuals with mobility devices who often use paratransit service. This project could also benefit disadvantaged communities by reducing isolation among seniors and individuals with disabilities. Reliable transportation benefits these individuals by giving them access to the community without relying on others. Frequent social outings and visits with friends and family can positively impact mental health of these populations where isolation can be an issue. In addition to the benefits of connecting disadvantaged individuals to their community, having reliable paratransit service can benefit	

these populations financially as paratransit service costs significantly less than having to rely on other more expensive travel options like a private vehicle or rideshare. Finally, reliable transportation supports the ability for seniors to maintain their independence and remain in their homes as long as possible as they age. New paratransit vehicles would support this by increasing the reliability of SAMTD's paratransit service.

72. How will disadvantaged communities be burdened by this project?

While this project is designed to primarily benefit disadvantaged senior and disabled individuals, these populations could still be burdened by some aspects of this project. For instance, because the replacement vehicles would be gasoline powered, greenhouse gas emissions would still be produced while operating the service. In addition, some members of these disadvantaged populations will have to adjust to riding exclusively in the new vehicles. This would be especially true for a small minority of paratransit riders that have indicated to SAMTD that they prefer the position of the wheelchair tiedown in our smaller MV-1 vehicles more than our larger paratransit vehicles. The decision to move away from vehicles that our riders enjoy is difficult as SAMTD highly values excellence and aims to deliver a world class customer experience to all riders. While the transition to new vehicles may be disappointing to a small number of riders SAMTD does intend to replace all Chevrolet AM General MV-1 vehicles with ones that match the internal footprint of other paratransit vehicles in the district's fleet. That transition will increase SAMTD's flexibility with scheduling paratransit vehicle assignments as MV-1 vehicles can only be assigned to paratransit trips with one or fewer wheelchairs.

Climate mitigation (STIF-Discretionary 20%, STN 15%)

73. For planning projects, please describe how the project will lead to reductions in greenhouse gas emissions.

N/A

74. If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project.

N/A

75. If applicable, describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation.

Although the project involves purchasing standard gasoline-powered paratransit vehicles, it indirectly supports climate mitigation efforts by encouraging the use of public transportation over other travel modes that produce more emissions. These replacement vehicles will improve the reliability of SAMTD's paratransit service. When service is reliable community trust grows, as more people trust our service to get them where they need to go ridership throughout the system increases as well. As more people use public transportation instead of driving alone the amount of greenhouse gas emissions produced in SAMTD's service area will decrease.

76. Is the proposed project a zero-emission capital project (e.g., facility improvement or vehicle purchase)?

No

Answer questions 77-84 if you are applying for funding for one or more standard fuel vehicles (i.e., diesel or gasoline). Otherwise, skip to question 85.

A "standard fuel vehicle" is a vehicle that uses diesel or gasoline. "Low- or no-emission vehicles" include battery electric, fuel cell electric, diesel-electric hybrid, gas-electric hybrid, natural gas, propane or other alternative fuel.

77. Does the proposed project include the acquisition of one or more standard fuel vehicle (i.e., diesel or gasoline)?

Yes

78. If you answered "Yes" to question 77, what low- or no-emission vehicle options did your agency consider? Select all that apply.

Battery electric vehicle

79. If you answered "Other alternative fuel" for question 78, please explain.

N/A

80. Why does your agency believe that a low or no-emission vehicle is not a practicable option currently? Select all that apply.

Vehicle cost

81. If you selected "Other" for question 80, please explain.

N/A

82. If your agency is applying for a standard fuel vehicle, describe the efforts your agency made to determine that an alternative fuel vehicle is not a practicable option currently.

SAMTD has made efforts to research and understand the current landscape of low or no-emission paratransit vehicle options. The district is currently awaiting the delivery of our first CNG paratransit vehicles. The process SAMTD went through to secure these 7 CNG vehicles significantly influenced our strategy of pursuing standard gasoline vehicles in this proposal. As we began the procurement process for the CNG vehicles SAMTD came to understand that there are substantial supply issues with the chassis needed for category D CNG vehicles. This limited supply translated into an 18-24-month long lead time for these vehicles. Due to SAMTD's significant need for replacement paratransit vehicles our strategy is to procure standard gas vehicles that can be reliably and timely sourced. As SAMTD gets the first 7 CNG vehicles into service in early 2025 we aim to analyze their performance and review our transition strategy for future paratransit vehicle replacements. For paratransit vehicles, SAMTD currently believes the most feasible alternative to gasoline is CNG. Battery powered vehicles in this category have range, cost, and infrastructure challenges for the district. Generally, EV models of category D vehicles lack the range to operate a full day of service. Therefore, committing to this alternative for the district's fleet would require increasing the total number of vehicles needed to provide the existing level of service. In addition, SAMTD

faces a unique challenge with utilizing battery powered paratransit vehicles in our current service model due to the fact that our contracted service provider operates on leased property. This would prevent SAMTD from constructing electric charging infrastructure at that location.

83. For each vehicle you intend to acquire if awarded funding, please provide the vehicle category and propulsion type.

SAMTD intends to acquire up to 10 Category D, gasoline-powered paratransit vehicles.

84. For each vehicle you intend to acquire if awarded funding, please estimate the annual total miles each vehicle will be driven for each year of service (i.e., annual vehicle miles travelled).

SAMTD estimates that each of these replacement vehicles would drive 38,904 total miles annually.

Safety (STIF-Discretionary 20%, STN 10%)

85. Describe the safety improvements or features funded by this project. In particular, how will the project improve the safety of vulnerable road users and transit riders?

The replacement paratransit vehicles will improve safety for vulnerable road users by being equipped with modern safety features designed to protect passengers and ensure a secure riding experience. Vehicles that are beyond their useful lives have a higher risk of mechanical failure, that could result in an accident, than new vehicles. Therefore, these replacement vehicles improve safety by reducing the likelihood of traffic accidents as a result of mechanical failure.

Readiness to proceed (STIF-Discretionary 10%, STN 10%)

86. Describe why this project is realistic. How will you successfully implement the project and complete it on budget and within the grant agreement period?

This project is both realistic and achievable within the specified budget and timeframe. The district's approach to this project is based on extensive experience procuring vehicles. The budget was created based off of an independent cost estimate from recent purchases of similar vehicles. SAMTD believes the decision to procure standard fueled vehicles will increase the likelihood that a timely procurement can be completed. By choosing standard fuel vehicles, SAMTD mitigates the risks associated with long lead times and supply chain disruptions that the district has encountered while recently procuring alternative fuel paratransit vehicles.

Furthermore, SAMTD has a new project management office that is tasked with ensuring the project stays on track. The project team will work closely with manufacturers to monitor progress and address any potential challenges proactively. SAMTD's relationships with vehicle manufacturers and its familiarity with the procurement process will also contribute to the success of this project.

87. If this project will last beyond the 2025-2027 biennium, describe the plan for ongoing funding including match. If not applicable, respond N/A.

N/A

88. 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, answer N/A.

N/A

89. If actual costs exceed the budgeted amount for the project, describe your contingency plans.

SAMTD would use STIF Formula funds to address any potential cost overruns in this project.

90. Describe how your project could be scaled down to receive a smaller amount of money than your desired request. If your project cannot be scaled down, write N/A.

This project could be scaled down by reducing the number of replacement vehicles purchased. In the case that SAMTD receives a scaled down award, the district would aim to replace vehicles in the following priority order:

- 57WMD1A66EM100601
- 57WMD2A62EM101573
- 57WMD2A61EM101595
- 57WMD1A69EM100284
- 57WMD1A60EM100285
- 57WMD1A67EM100283
- 57WMD1A67EM100588
- 1FD45S09DA92841
- 1FD45S89DA92845
- 1FD45S5ADA97598

91. Describe the process your agency has for creating and maintaining the public General Transit Feed Specification (GTFS) data that describe the service.

SAMTD utilizes Trapeze software to create and maintain the district's GTFS data.

Requested (Summary)

Total Project Budget:	\$2,660,000.00
Local Match:	\$532,000.00
Total Grant:	\$2,128,000.00

Project Details				
Number	Number	Sub Type	Status	Total
P-25-0810-01	Capital Asset	Vehicle Replacement	Complete	\$2,660,000.00

Create: Matt Marquez
Issue: Peggy Greene

Date: 09/05/2024
Date: 09/05/2024

Vehicle Replacement

2025-27 Salem Area Mass Transit District STIF Disc. & STN

Number: P-25-0810-01
Date: 08/28/2024

Task Description

SAMTD will purchase up to 10 category D, gasoline-powered paratransit vehicles.

Task Budget

Total Project Cost \$2,660,000.00
 Match Ratio (Fund/Provider) 80%/20%
 Total Grant Request \$2,128,000.00

Match Source

State \$532,000.00
 Local \$0.00
 Fare Box \$0.00
 In Kind \$0.00
 Other \$0.00

Will you use the ODOT/DAS state price agreement contract?	Yes
If No, describe the needs not addressed in state contracts (e.g., no contracts for trolley-style vehicles, no contracts for buses larger than 44 passengers, etc.). Note that under new FTA guidelines, piggybacking on outside contracts is strictly limited.	
Did you complete an independent cost estimate that included an estimate of the total cost of the vehicle as well as timeline for procurement?	Yes

ALI Coding				
Item #	Quantity	Description	Unit Price	Total Cost
1	10	11.12.04 Bus < 30ft Item Information Indicate the category of vehicle your agency intends to procure if awarded funding. If applying for more than one vehicle, indicate the category for each vehicle you intend to procure.	\$266,000	\$2,660,000.00
		Category D: medium, light-duty bus and chassis cutaway		

Vehicle Replacement

2025-27 Salem Area Mass Transit District STIF Disc. & STN

Item #	Quantity	Description	Unit Price	Total Cost
		<p>If applying for a vehicle replacement or right-sizing project, what is the condition of the vehicle that will be replaced or right-sized.</p> <p>VIN #: 57WMD1A66EM10 0601- Adequate</p> <p>VIN #: 57WMD2A62EM10 1573- Adequate</p> <p>VIN #: 57WMD2A61EM10 1595- Adequate</p> <p>VIN #: 57WMD1A69EM10 0284- Excellent</p> <p>VIN #: 57WMD1A60EM10 0285- Excellent</p> <p>VIN #: 57WMD1A67EM10 0283- Excellent</p> <p>VIN #: 57WMD1A67EM10 0588- Adequate</p> <p>VIN #: 1FDFE45S09DA9 2841- Poor</p> <p>VIN #: 1FDFE45S89DA9 2845- Poor</p> <p>VIN #: 1FDFE4FS5ADA9 7598- Adequate</p> <p>Total Seats: 2 ADA Seats: 1 Vehicle Length Vehicle propulsion Gasoline (Non-Ethanol)</p> <p>Milestones Project start date 07/01/2025 RFP/IFB: Request for proposal/Invitation for bid date 08/01/2025 First vehicle delivered 12/31/2026 All vehicles delivered 03/31/2027</p> <p>Vehicles to Replace</p> <p>1. Asset Type: Vehicle Asset #: V001053 Category: Bus < 30 FT VIN #: 1FDFE4FS5ADA97598 Condition Adequate Year: 2010 Mileage 281491</p> <p>2. Asset Type: Vehicle Asset #: V001483 Category: Vans VIN #: 57WMD1A67EM100283 Condition Excellent Year: 2014 Mileage 74227</p> <p>3. Asset Type: Vehicle Asset #: V001484</p>		

Vehicle Replacement

2025-27 Salem Area Mass Transit District STIF Disc. & STN

Item #	Quantity	Description	Unit Price	Total Cost
		Category: Vans VIN #: 57WMD1A69EM100284 Condition: Excellent Year: 2014 Mileage: 79673 4. Asset Type: Vehicle Asset #: V001485 Category: Vans VIN #: 57WMD1A60EM100285 Condition: Excellent Year: 2014 Mileage: 78833 5. Asset Type: Vehicle (Non-PTD) Asset #: V003593 Category: Bus < 30 FT VIN #: 57WMD1A66EM100601 Year: 2015 6. Asset Type: Vehicle (Non-PTD) Asset #: V003594 Category: Bus < 30 FT VIN #: 57WMD2A62EM101573 Year: 2015 7. Asset Type: Vehicle (Non-PTD) Asset #: V003595 Category: Bus < 30 FT VIN #: 57WMD2A61EM101595 Year: 2015 8. Asset Type: Vehicle (Non-PTD) Asset #: V003596 Category: Bus < 30 FT VIN #: 57WMD1A67EM100588 Year: 2015 9. Asset Type: Vehicle (Non-PTD) Asset #: V003597 Category: Bus < 30 FT VIN #: 1FD4E45S09DA92841 Year: 2010 10. Asset Type: Vehicle (Non-PTD) Asset #: V003598 Category: Bus < 30 FT VIN #: 1FD4E45S89DA92845 Year: 2010		