

Salem Area Mass Transit District
BOARD OF DIRECTORS MEETING

Thursday, December 19, 2024 at 5:30 PM

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. ANNOUNCEMENTS AND CHANGES TO AGENDA	
III. PRESENTATION(S)	
A. <u>National Weather Service StormReady Community Designation Presentation</u>	4
B. <u>GFOA Presentation</u>	6
IV. PUBLIC COMMENT *	
V. CONSENT CALENDAR **	
A. Approval of Minutes	
1. <u>October 24, 2024 Board of Directors Meeting</u>	11
2. <u>November 14, 2024 Board of Directors Special Meeting</u>	15
B. Routine Business Items	
1. <u>Community Advisory Committee (CAC) Appointment(s)</u>	18
2. <u>CAC Officer Appointments</u>	30
3. <u>Statewide Transportation Improvement Fund Advisory Committee (STIFAC) Appointment(s)</u>	31
4. <u>STIFAC Officer Appointments</u>	42
5. <u>Fiscal Year 2025 Quarter 1 (FY25 Q1) NTD Reportable Assault Data</u>	44
6. <u>Award of Contract for Tyler Technologies for SaaS related Services</u>	50
7. <u>Award of Contract for Healthcare Brokerage</u>	52
8. <u>Award of NIGB Contract</u>	55
VI. ITEMS DEFERRED FROM THE CONSENT CALENDAR	

VII. ACTION ITEMS

- A. Award of Contract for Enterprise Vanpool Program 57
- B. Approve STIF Formula Recommendations 59

VIII. INFORMATIONAL REPORTS

- A. Service Change Briefing for January 2025 419
- B. FY25 Q1 Strategic Plan Report 422
- C. FY25 Q1 Performance Report 428
- D. FY25 Q1 Financial Report 465

IX. GENERAL MANAGER'S REPORT

- X. BOARD OF DIRECTOR'S REPORT *** 472

XI. ADJOURNMENT

Next Board Work Session Date: Thursday, January 9, 2025
Next Special Board Meeting Date: Thursday, January 23, 2025

Available meeting formats:

- In Person: Senator Hearing Room at Courthouse Square, 555 Court Street NE, Salem, Oregon 97301
- Zoom Gov.: Meeting ID: 161 115 6964 | Passcode: 680098
Go to: <https://cherriots-org.zoomgov.com/j/1611156964?pwd=T0VPaXp3eVJpc0NJWWkxeXJSNnE5dz09>
- Comcast Channel 21
- Live Stream: <https://www.capitalcommunitymedia.org/all>
- One Tap Mobile: +16692545252,,1612017035#,,, *512136# 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

****Consent Calendar:** Items are considered routine and are adopted as a group by a single motion, unless a Board member requests to withdraw an item. Action on items pulled for discussion will be deferred until after adoption of the Consent Calendar.

***** Board of Director Report:** Time for Board members to report on transit-related issues through committee and meeting participation, citizen communications, or special projects they are participating in as representatives of the District.

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.



To: Board of Directors

From: Randy Navalinski, Emergency Coordinator
Karen Garcia, Security and Emergency Management Manager
Cliff Carpentier, Chief Safety Officer

Thru: Allan Pollock, General Manager

Date: December 19, 2024

Subject: National Weather Service (NWS) StormReady Community Designation

ISSUE

Shall the District be recognized by the National Weather Service (NWS) as a StormReady Designated Community member?

BACKGROUND AND FINDINGS

The National Weather Service's Weather-Ready Nation initiative is about building community resilience in the face of increasing vulnerability to extreme weather and water events. The devastating impacts of extreme events can be reduced through improved readiness. The StormReady® program is a partnership with emergency management and other safety officials that helps reduce risk and increases community resilience to hazards.

Since the program's inception in Oklahoma in 1999, over 2,000 counties, cities, towns, universities, indigenous communities, commercial sites, government facilities and military installations have been recognized as StormReady. The program recognizes emergency management programs that meet the StormReady guidelines, demonstrating outstanding preparedness for hazardous weather and flooding. StormReady is a voluntary program that directly supports NWS' strategic vision of a "Weather-Ready Nation."

To be officially StormReady, a community must:

- Establish an Emergency Operations Center;
- Have access to a 24-hour Warning Point, to receive severe weather warnings and forecasts;
- Have an Emergency Operations Plan;
- Participate in community preparedness activities; and
- Become a Weather-Ready Nation (WRN) Ambassador

The Weather-Ready Nation Ambassador™ program is the National Oceanic and Atmospheric Administration’s (NOAA) effort to formally recognize NOAA partners who are improving the nation’s readiness, responsiveness, and overall resilience against extreme weather, water and climate events. The District applied to the Weather Ready-Nation Ambassador program and received confirmation of program acceptance on August 29, 2024.

The District then submitted the StormReady Community application to the local NWS office in the fall of 2024. A verification visit was conducted by NWS representative Chris Burling on September 18, 2024, to review the StormReady guidelines with staff, review our hazardous weather plans and identify any actions to be completed prior to designation.

The District received notification of the District’s StormReady Community designation. The designation recognizes the District for its commitment to community resilience and partnership with other local emergency management and public safety agencies in response to extreme weather events.

FINANCIAL IMPACT

None

RECOMMENDATION

For information only.

PROPOSED MOTION

None



To: Board of Directors
From: Denise LaRue, Chief Finance Officer
Thru: Allan Pollock, General Manager
Date: December 19, 2024
Subject: Certificate of Achievement for Excellence in Financial Reporting – FY23

ISSUE

Shall the District be recognized by the Government Finance Officers Association of the United States and Canada (GFOA) for its Annual Comprehensive Financial Report (ACFR)?

BACKGROUND AND FINDINGS

The ACFR was established by the GFOA in 1945 to encourage and assist state and local governments to go beyond the minimum requirements of generally accepted accounting principles (GAAP) to prepare annual comprehensive financial reports that exhibit the spirit of transparency and full disclosure, and then to recognize individual governments that succeed in achieving that goal.

The ACFR shows the total of all financial accounting, provides a comparison of annual budget and actual, and gives a detailed showing of investment accounts by category reflecting balances over previous years. Various levels of government – federal, state, local and municipal – each began producing an ACFR to catalog an accurate picture of institutional funds, enterprise or financial holdings, assets and total investment incomes for those government and nongovernmental entities using the report. By the 1970s, the ACFR had become the nationwide paradigm for local government accounting.

The ACFR is submitted to the GFOA for review each year, and upon review, the GFOA awards its Certificate of Achievement Award for Excellence in Financial Reporting to those governments that comply with the ACFR accounting standards of preparation.

On September 30, 2024, the District received notification ([Attachment A](#)) from the GFOA that their ACFR for fiscal year ending June 30, 2023, qualified for a Certificate of Achievement for Excellence in Financial Reporting. This is the 12th consecutive year that the District has received this recognition. In order to be awarded a Certificate of Achievement ([Attachment B](#)), a government must publish an easily readable and

efficiently organized comprehensive annual financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

The Certificate of Achievement is the highest form of recognition in governmental accounting and financial reporting, and its attainment represents a significant accomplishment by a government and its management.

FINANCIAL IMPACT

None

RECOMMENDATION

For information only.

PROPOSED MOTION

None



Government Finance Officers Association
203 North LaSalle Street, Suite 2700
Chicago, Illinois 60601-1210
312.977.9700 fax: 312.977.4806

9/30/2024

Denise LaRue
CFO
Salem Area Mass Transit, Oregon

Dear Denise:

Congratulations!

We are pleased to notify you that your annual comprehensive financial report for the fiscal year ended June 30, 2023 has met the requirements to be awarded GFOA's Certificate of Achievement for Excellence in Financial Reporting. The GFOA established the Certificate of Achievement for Excellence in Financial Reporting Program (Certificate Program) in 1945 to encourage and assist state and local governments to go beyond the minimum requirements of generally accepted accounting principles to prepare annual comprehensive financial reports that evidence the spirit of transparency and full disclosure and then to recognize individual governments that succeed in achieving that goal. The Certificate of Achievement is the highest form of recognition in governmental accounting and financial reporting. Congratulations, again, for having satisfied the high standards of the program.

Your electronic award packet contains the following:

- **A "Summary of Grading" form and a confidential list of comments and suggestions for possible improvements.** We strongly encourage you to implement the recommended improvements in your next report. Certificate of Achievement Program policy requires that written responses to these comments and suggestions for improvement be included with your 2024 fiscal year end submission. If a comment is unclear or there appears to be a discrepancy, please contact the Technical Services Center at (312) 977-9700 and ask to speak with a Certificate of Achievement Program in-house reviewer.
- **Certificate of Achievement.** A Certificate of Achievement is valid for a period of one year. A current holder of a Certificate of Achievement may reproduce the Certificate in its immediately subsequent annual comprehensive financial report. Please refer to the instructions for reproducing your Certificate in your next report.
- **Award of Financial Reporting Achievement.** When GFOA awards a government the Certificate of Achievement for Excellence in Financial Reporting, we also present an Award of Financial Reporting Achievement (AFRA) to the department identified in the application as primarily responsible for achievement of the Certificate.
- **Sample press release.** Attaining this award is a significant accomplishment. Attached is a sample news release that you may use to give appropriate publicity to this notable achievement.

In addition, award recipients will receive via mail either a plaque (if first-time recipients or if the government has received the Certificate ten times since it received its last plaque) or a brass medallion to affix to the plaque (if the government currently has a plaque with space to affix the medallion). Plaques and medallions will be mailed separately.

As an award-winning government, we would like to invite one or more appropriate members of the team that put together your annual comprehensive financial report to apply to join the Special Review Committee. As members of the Special Review Committee, peer reviewers get exposure to a variety of reports from around the country; gain insight into how to improve their own reports; achieve professional recognition; and provide valuable input that helps other local governments improve their reports. Please see our website for [eligibility requirements](#) and [information on completing an application](#).

Thank you for participating in and supporting the Certificate of Achievement Program. If we may be of any further assistance, please contact the Technical Services Center at (312) 977-9700.

Sincerely,

A handwritten signature in black ink that reads "Michele Mark Levine". The signature is written in a cursive style with a large initial "M".

Michele Mark Levine
Director, Technical Services



**The Government Finance Officers Association of
the United States and Canada**

presents this

AWARD OF FINANCIAL REPORTING ACHIEVEMENT

to

Finance Division
Salem Area Mass Transit, Oregon



The Award of Financial Reporting Achievement is presented by the Government Finance Officers Association to the department or individual designated as instrumental in the government unit achieving a Certificate of Achievement for Excellence in Financial Reporting. A Certificate of Achievement is presented to those government units whose annual financial reports are judged to adhere to program standards and represents the highest award in government financial reporting.

Executive Director

Christopher P. Morrill

Date: 9/30/2024



Salem Area Mass Transit District
Board of Directors Meeting
October 24, 2024

Index of Board Actions

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Approve the Consent Calendar.....	4
A. Approval of Minutes	
1. August 15, 2024 Board of Directors Executive Session	
2. September 26, 2024 Board of Directors Meeting	
3. October 10, 2024 Board of Directors Executive Session	
4. October 10, 2024 Board of Directors Special Meeting	
5. October 10, 2024 Board of Directors Work Session	
B. Routine Business Items	
1. Reappoint community members Andrew Hickey, representing Subdistrict #2 and Marie Greene, representing Subdistrict #4, to the Budget Committee for a term ending June 30, 2027.	
2. Adopt the proposed FY2025-2026 Budget Calendar.	
 Authorize the General Manager to execute a one-year contract with two one-year option years with EAN Holdings, LLC for vanpool services for an amount not to exceed \$975,000 PULLED	 23

Salem Area Mass Transit District
Board of Directors Meeting Minutes

Senator Hearing Room: 555 Court St. NE, Salem, Oregon 97301

October 24, 2024

Full Video of Board Meeting can be accessed at: https://www.youtube.com/playlist?list=PLSUQ1gg6M78XRjv71iiYD_YiUu7ABEx92

Attendees:

Board: President Maria Hinojos Pressey, Directors Joaquín Lara Midkiff, Ramiro Navarro Jr., Sadie Carney (Virtual), Ian Davidson, and Bill Holmstrom. Absent: Director Sara Duncan.

Staff: General Manager Allan Pollock, Deputy General Manager David Trimble, CFO Denise LaRue, CELRO Jaél Rose, CPDO Shofi Ull Azum, COO Tom Dietz, Customer Service Manager Seth Hamlin, Customer Experience Specialist Bryan McCown, and Executive Assistant Kirra Pressey.

Guest: Legal Counsel Sara Sayles (Virtual)

I. CALL TO ORDER

A. Attendance

President Hinojos Pressey called the meeting to order at 5:30 p.m.

Attendance was noted with Director Carney attending virtually and Director Duncan absent.

B. Safety Moment

GM Pollock presented the safety moment, emphasizing the increased risk of pedestrian accidents on Halloween, noting that children are more than twice as likely to be hit by a car on this day. Key safety tips included using reflective gear, carrying flashlights, and wearing light-colored costumes to improve visibility; supervising children under 12 during trick-or-treating; and encouraging caution when crossing streets.

II. ANNOUNCEMENTS | CHANGES TO THE AGENDA

President Hinojos Pressey announced that item VII. A was pulled from the Agenda.

III. PRESENTATION(S) - None

IV. PUBLIC COMMENT - None

V. CONSENT CALENDAR

Presenter: President Maria Hinojos Pressey

Staff Report: Pg. 4-22

A. Approval of Minutes

1. August 15, 2024 Board of Directors Executive Session
2. September 26, 2024 Board of Directors Meeting
3. October 10, 2024 Board of Directors Executive Session
4. October 10, 2024 Board of Directors Special Meeting
5. October 10, 2024 Board of Directors Work Session

B. Routine Business Items

1. Budget Committee Appointment(s)
2. Approval of FY2026 Budget Calendar

Motion:	Approve the Consent Calendar.
Motion By:	Director Ian Davidson
Second:	Director Joaquín Lara Midkiff
Vote:	Motion Passed Unanimously, with President Hinojos Pressey and Directors Lara Midkiff, Navarro, Carney, Davidson, and Holmstrom voting in favor of.

VI. ITEMS DEFERRED FROM THE CONSENT CALENDAR - None

VII. ACTION ITEMS

~~A. Award of Contract for Enterprise Vanpool Program~~

~~Staff Report: Pg. 23-24~~

ITEM VII.A PULLED.

VIII. INFORMATIONAL REPORTS

A. Umo One Year Status Report

Presenter: Customer Service Manager Seth Hamlin

Staff Report: Pg. 25-35

Customer Service Manager Hamlin provided an update on the implementation of Umo. Launched on August 1, 2023, Umo introduced universal fares for Cherriots Local and Regional services, offering features such as account-based ticketing, fare capping, group pass programs, and various payment options. Since the launch, total net sales reached \$730,500, with 98,800 fares sold—a 122% increase year-over-year. Fare capping has particularly benefited frequent and low-income riders. Upcoming goals include increasing adoption rates, expanding outreach, and certifying new payment devices. The implementation has been successful, with efforts focused on continuous improvement and accessibility.

IX. GENERAL MANAGER'S REPORT

GM Pollock provided updates on recent activities. He reported that the Joint Committee on Transportation Road Show is complete. Subsequently, three workgroups were formed, including Public and Active Transit, where he serves as an

alternate. At the second meeting, he joined representatives from TriMet and COIC to present on environmental considerations, safety, and equity in transit. Earlier this week, he and Bobbi Kidd virtually presented to the Texas Transit Leadership Institute Class on leading through the strategic planning process. This morning, he attended the Marion County Reentry Breakfast, where Cherriots was recognized for its support in providing transit passes to assist individuals in the reentry process. He also highlighted Cherriots' human trafficking initiative. Lastly he reported that next week, several staff members will attend the Oregon Public Transportation Conference in Seaside.

X. BOARD OF DIRECTORS REPORT

President Hinojos Pressey and Directors provided reports on committees and activities in which they represent the District.

XI. ADJOURN

President Hinojos Pressey adjourned the meeting at 6:37 p.m.

Respectfully Submitted

Maria Hinojos Pressey, Board President



Salem Area Mass Transit District
Board of Directors Meeting
November 14, 2024

Index of Board Actions

Action

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Adopt Resolution No. 2024-04, approving the list of projects and funding amounts of the 2025-2027 federal 5310 grant funded projects, as recommended by the STIFAC, and direct the General Manager to submit the Qualified Entity federal 5310 grant funding recommendation to ODOT in accordance with the STIFAC recommendation by November 20, 2024

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DRAFT

Salem Area Mass Transit District
Board of Directors Meeting Minutes

Virtual Meeting
November 14, 2024

Attendees:

Board: President Maria Hinojos Pressey, Directors Joaquín Lara Midkiff, Ramiro Navarro Jr., Sadie Carney (Virtual), Ian Davidson, Sara Duncan, and Bill Holmstrom.

Staff: General Manager Allan Pollock, Deputy General Manager David Trimble, CFO Denise LaRue, CELRO Jaél Rose, CPDO Shofi Ull Azum, COO Tom Dietz, and Executive Assistant Kirra Pressey.

Guest: Legal Counsel Sara Sayles (Virtual)

I. CALL TO ORDER

A. Attendance

President Hinojos Pressey called the meeting to order at 5:31 p.m.
Attendance was noted.

B. Safety Moment

GM Pollock presented the safety moment, emphasizing the importance of caution during the rainy season and highlighting the risk of slick concrete and fallen leaves that can cause slips and falls.

II. PUBLIC COMMENT - None

III. ACTION ITEMS

A. Approve STIF 5310 Recommendations

Staff Report: Addendum A

CPDO Ull Azum provided a brief overview of the 5310 program, which enhances mobility for seniors and individuals with disabilities. For the 2025-2027 biennium, \$2,311,301 in funding is available, and Salem Area Mass Transit District, as a designated subrecipient, oversees these funds for Marion and Polk Counties.

Following a public solicitation and application process, the STIF Advisory Committee (STIFAC) reviewed and prioritized projects to maintain current services. STIFAC recommends funding all requested projects from Cherriots and the City of Woodburn, with the remaining funds allocated to the City of Monmouth's new transit project.

Motion:	I move that the Board adopt Resolution No. 2024-04, approving the list of projects and funding amounts of the 2025-2027 federal 5310 grant funded projects, as recommended by the STIFAC, and direct the General Manager to submit the Qualified Entity federal 5310 grant funding recommendation to ODOT in accordance with the STIFAC recommendation by November 20, 2024.
Motion By:	President Hinojos Pressey
Second:	Director Navarro Jr.
Vote:	Motion Passed Unanimously, with President Hinojos Pressey and Directors Lara Midkiff, Navarro, Carney, Davidson, Duncan, and Holmstrom voting in favor of.

IV. ADJOURN

President Hinojos Pressey adjourned the meeting at 5:39 p.m.

Respectfully Submitted

Maria Hinojos Pressey, Board President



BOARD MEETING MEMO

Agenda Item V.B.1

To: Board of Directors
From: Kirra Pressey, Executive Assistant/Clerk of the Board
Tom Dietz, Chief Operations Officer
Thru: Allan Pollock, General Manager
Date: December 19, 2024
Subject: Community Advisory Committee (CAC) Member Reappointment

ISSUE

Shall the Board reappoint the following committee members to the CAC in their current positions?

- Judith (Judi) Richards (At-Large Member, Position #8)
- Marja Byers (At-Large Member, Position #9)

BACKGROUND AND FINDINGS

In accordance with the CAC Bylaws, Article II, Section 1, members of the Committee are appointed by the Board, and serve at the pleasure of the Board. Based on the discretion of the Board, the Committee shall have no more than eleven (11) voting members. Each member must meet any one or more of the qualifications identified in Article II, Section 2 at the time of their appointment and for the duration of their term. The Board will attempt to appoint members to the Committee who represent diverse interests, perspectives, geography, and the population demographics of the area.

As stated in Article II, Section 6, when a vacancy occurs, the Salem Area Mass Transit District (District) Board of Directors may elect to fill the vacant position and the person so appointed will hold their position for the balance of the unexpired term of their predecessor, which term of service shall not be considered in connection with limitations on term of service under Article II, Section 3. The Board of Directors may select an appointee from among people expressing an interest in such appointment, from a call for applications for the position, or in any other manner determined by the Board of Directors.

To be qualified to serve as a member of the Committee according to Article II, Section 2, the person must live and/or work in the District service area, representative of a cross-section of the Salem/Keizer community, and as much as possible be a person who meets one of the following qualifications:

- Paratransit User
- Recreational/Bike/Pedestrian Advocate
- Social Services Agency Representative
- Medical Community/Care Provider
- Chambers of Commerce/Business Economic Development Organization
- Major Employer (over 100 Employees)
- School District Representative/Educational Community
- Member of an underrepresented or historically marginalized community
- At-large Member
- Youth Leader (High School Student, one year term with “school year term” option)

Voting members appointed to the Committee must live and/or work within the District’s service area. A term is two-years commencing on January 1 and ending December 31.

The Committee met on October 15, 2024, and recommends the following reappointments to the CAC.

Judith Richards is a resident of Salem, Oregon. She represents seniors, individuals with disabilities, and social service agencies. She is an avid user of Cherriots Local, LIFT, and Shop and Ride services. Her original application can be found as [Attachment A](#).

Marja Byers is a resident of Salem, and currently serves on the Districts Statewide Transportation Improvement Funds Advisory Committee. She represents seniors, individuals with disabilities, and the medical community. In addition, she is an avid user of Cherriots Local, Regional, and LIFT services. Her original application can be found as [Attachment B](#).

FINANCIAL IMPACT

None

RECOMMENDATION

The CAC recommends that the Board reappoint Judith Richards and Marja Byers to the Community Advisory Committee for terms beginning January 1, 2025, and ending December 31, 2026, as outlined in [Attachment C](#).

PROPOSED MOTION

I move that the Board reappoint Judith Richards and Marja Byers to the Community Advisory Committee with terms to commence on January 1, 2025.

CITIZENS ADVISORY COMMITTEE 2022 APPLICATION

Name:	Judith Richards
Home Address:	
City:	Salem, Or.
Zip:	97306
Personal Phone:	cell#
Personal Email:	

Do you live, work, volunteer, or attend school in the Cherriots service area? Yes No

Occupation (former if retired):	Human Resource Director/Training Director/
Employer (if applicable):	Bullock's Carlsbad, Ca/Garten Services, Salem Or.
Work Telephone:	
Work/Student Email:	
School (if student):	
Area of Study (if student):	

In what languages are you fluent? English

Indicate the areas of interest or group perspectives you bring to CAC (check all that apply):

<input checked="" type="checkbox"/>	Seniors/Elders	<input type="checkbox"/>	Service user of the following:
<input checked="" type="checkbox"/>	Persons with Disabilities	<input type="checkbox"/>	Cherriots Transportation Options
<input type="checkbox"/>	Medical Community	<input checked="" type="checkbox"/>	Cherriots Local
<input checked="" type="checkbox"/>	Social Service Agency	<input type="checkbox"/>	Cherriots Regional
<input type="checkbox"/>	Various associations	<input checked="" type="checkbox"/>	Cherriots LIFT
<input type="checkbox"/>	Students	<input checked="" type="checkbox"/>	Cherriots Shop and Ride

<input type="checkbox"/>	Rural Community	<input type="checkbox"/>	Unincorporated areas
<input type="checkbox"/>	Minority populations	<input type="checkbox"/>	Sustainability/Environment
<input type="checkbox"/>	Business and Economic Development	<input checked="" type="checkbox"/>	Bicycle Organizations

Can you regularly attend quarterly CAC meetings on the third Tuesday of the months of March, June, September, and December, at 5:30 p.m.? Yes No

Please answer the following in the space provided:

1. Describe the top three public transportation issues of concern and importance to you and the role of a CAC in addressing those issues.

SAFETY - for our consumers and staff: CAC awareness of changes in community and using community resources support riders and staff, to include training for safety as needed.

GROWTH - Continue to grow/expand service in community and outside areas as need are shown. Giving access to local workforce to jobs and volunteer positions.

SERVICE - continue to develop excellence in service in all aspects of organization, through: communication, training, recruiting and hiring.

2. List the interest groups with whom you are affiliated and explain how your membership on the CAC would improve communication and add value to these groups.

NorthWest Senior and Disability Services/Legislative Committee Co-Chair: working with Legislatures on the needs of the community to include People with disabilities and Seniors.

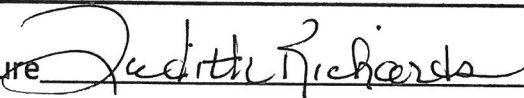
State Living On Independence/ State Plan Committee: having knowledge and interest in creating a budget that reflects the needs for Disabled community.

ADRC (Statewide) Aging Disabled Resource Connection: Creating from conception a central resource connection which would enable the community/persons to find information on services or answers to urgent needs.

3. Please explain how your background or experience qualifies you for membership on the CAC. You may attach a brief bio or resume. Links to personal web pages or blogs you want considered are also welcomed.

Resume attached

I am a strong community advocate for services and funding and enjoy working with others on projects and planning.

Applicant's Signature  Date: 10/08/2022

Please mail or email this application in PDF format

to:

Cherriots

ATTN: Kathy Martens

Citizens Advisory Committee

555 Court Street NE, Suite 5230, Salem, OR 97301

cac@cherriots.org

Or bring in person to:

Cherriots

555 Court Street NE, Suite 5230

Salem, Oregon 97301

(503) 588-2424

Judith Richards

Employment History

Bullock's Department Stores

Carlsbad, Ca.-1989

Personnel Director

Job duties: recruitment, hiring, training of all new hires

Estee Lauder Corp.

Counter Manager

Job duties: Hiring, training, sales, product set up

Garten Services

Salem, Or.

Job Developer/Job Coach

Locating employers in area to hire with job coach in place referrals from Oregon Vocational Rehabilitation. Coaching employees on workplace ethics. Assisting employee on obtaining Driver's License, work clothing, housing and job retention.

Retired 2009 to care for disabled parent and disabled sibling.

Volunteer/Advocacy History

Working as Personnel Director with Bullocks was able to start the first Food box program with our staff. My family delivered the boxes with food, clothing and emergency supplies to homeless families in desperate need. We started with the help of a local church a weekend safe haven for homeless families.

Oregon Volunteer and Advocacy:

NorthWest Senior and Disability Services Advisory Council
NorthWest Disability Services Advisory Chairperson
NorthWest Senior and Disability Services Legislative Committee
Organized NorthWest Senior and Disability Candidate Interviews
ADRC STATWIDE Advisory Council
Work groups/Home Care Commission
Inclusion Emergency Planning Committee
Work group SB1534
Work group HB2661
Work group Medicaid Waiver 1115
Work group SB#1534 ADA Transition Plan

CITIZENS ADVISORY COMMITTEE 2022 APPLICATION

Name:	<i>Marja Byers</i>
Home Address:	<i>[Faded]</i>
City:	<i>[Faded]</i>
Zip:	<i>[Faded]</i>
Personal Phone:	<i>[Faded]</i>
Personal Email:	<i>marja.byers@gmail.com</i>

Do you live, work, volunteer, or attend school in the Cherriots service area? Yes No

Occupation (former if retired):	<i>Sight loss Instructor</i>
Employer (if applicable):	<i>Hull Foundation & Learning Center</i>
Work Telephone:	<i>971-388-2523</i>
Work/Student Email:	<i>N/A</i>
School (if student):	
Area of Study (if student):	

In what languages are you fluent? *English*

Indicate the areas of interest or group perspectives you bring to CAC (check all that apply):

<input checked="" type="checkbox"/>	Seniors/Elders	Service user of the following:	
<input checked="" type="checkbox"/>	Persons with Disabilities	<input type="checkbox"/>	Cherriots Trip Choice
<input checked="" type="checkbox"/>	Medical Community	<input checked="" type="checkbox"/>	Cherriots Service
<input type="checkbox"/>	Social Service Agency	<input checked="" type="checkbox"/>	Cherriots Regional
<input checked="" type="checkbox"/>	Various associations	<input checked="" type="checkbox"/>	Cherriots LIFT
<input type="checkbox"/>	Students	<input type="checkbox"/>	Cherriots Shop and Ride

	Rural Community		
✓	Minority populations		
	Business and Economic Development		
	Unincorporated areas		
	Sustainability/Environment		
	Bicycle Organizations		

Can you regularly attend quarterly CAC meetings on the third Tuesday of the months of February, April, June, August, October, and December, at 5:30 p.m.? Yes No

Please answer the following in the space provided:

- Describe the top three public transportation issues of concern and importance to you and the role of a CAC in addressing those issues.

Continued weekend and later service hours.
 Safety concerns at the downtown transit center and bus stops.
 Improving connectivity in the Willamette Valley.
 The CAC improves the connection of transit administrations, riders, businesses and service providers.

- List the interest groups with whom you are affiliated and explain how your membership on the CAC would improve communication and add value to these groups.

American Council of the Blind - Willamette Chapter
 Birdskills
 Hall Foundation
 Disabilities Connection Team - Morningside UMC
 All of these groups are working to improve the accessibility & safety for people with disabilities.

3. Please explain how your background or experience qualifies you for membership on the CAC. You may attach a brief bio or resume. Links to personal web pages or blogs you want considered are also welcomed.

I have used transit in Salem since childhood used regional buses to commute to work in Silverton and Portland. Currently I use fixed route & lift service. I gave very effective testimony re: HB 2017, STIF. And now my hand hurts!

Applicant's Signature *Margaret J. Byers* Date: *12/5/2022*

Please mail or email this application in PDF format to:
Cherriots
ATTN: Kathy Martens
Citizens Advisory Committee
555 Court Street NE, Suite 5230, Salem, OR 97301
cac@cherriots.org

Or bring in person to:
Cherriots
555 Court Street NE, Suite 5230
Salem, Oregon 97301
(503) 588-2424



Salem Area Mass Transit District Community Advisory Committee Roster

Position	Name	Member Position	Term Start*	Term Ends
1	David Levy	At Large Member	1-Jan-24	31-Dec-25
2	Ronald Rubel	At Large Member	1-Jan-24	31-Dec-25
3	Open	Committee Member	1-Jan-24	31-Dec-25
4	Bryan Casey	Committee Member	1-Aug-24	31-Jul-26
5	Open	Committee Member	1-Jan-25	31-Dec-26
6	Youth Member - OPEN	Committee Member	1-Jan	31-Dec
7	Open	Committee Member	1-Jan-24	31-Dec-25
8	Judith (Judi) Richards	At Large Member	1-Jan-25	31-Dec-26
9	Marja Byers	At Large Member	1-Jan-25	31-Dec-26
10	Open	At Large Member	1-Jan-25	31-Dec-26
11	Lucinda Edwards	At Large Member	1-Jan-24	31-Dec-25

Board Liaison: Director Bill Holmstrom, Subdistrict 7

Staff Liaison: Tom Dietz, Chief Operations Officer

Recorder: Crisandra Williams, Executive Assistant to the Deputy General Manager



BOARD MEETING MEMO

Agenda Item V.B.2

To: Board of Directors
From: Kirra Pressey, Executive Assistant/Clerk of the Board
Tom Dietz, Chief Operations Officer
Thru: Allan Pollock, General Manager
Date: December 19, 2024
Subject: Appointment of Chair & Vice-Chair to the Community Advisory Committee (CAC)

ISSUE

Shall the Board appoint a member of the CAC to the positions of Chair and Vice-Chair for a term of twelve months?

BACKGROUND AND FINDINGS

Historically, per the CAC Bylaws, Article II, Section 4, the Chair and Vice-Chair of the Committee shall be appointed annually by the Board of Directors. The Chair and Vice Chair shall serve for a term of 12 months; and no more than two consecutive terms. The Committee may recommend to the Board, members to serve as Chair or Vice Chair.

FINANCIAL IMPACT

None

RECOMMENDATION

The CAC recommends the Board appoint **Judith Richards as Chair**, and **Marja Byers as Vice-Chair** to serve from January 1, 2025 to December 31, 2025.

PROPOSED MOTION

I move that the Board appoint Judith Richards as Chair and Marja Byers as Vice-Chair of the Community Advisory Committee for a term of 12 months beginning January 1, 2025, ending December 31, 2025.



To: Board of Directors

From: Kirra Pressey, Executive Assistant/Clerk of the Board
Shofi Ull Azum, Chief Planning and Development Officer

Thru: Allan Pollock, General Manager

Date: December 19, 2024

Subject: Statewide Transportation Improvement Fund Advisory Committee (STIFAC) Member Reappointment

ISSUE

Shall the Board re-appoint the following committee member to the STIFAC within their same position?

- Fred Evander
- Kyle Miller
- Marja Byers

BACKGROUND AND FINDINGS

In accordance with the STIFAC Bylaws in Article 2 under *Section 1. Appointment, Membership, Qualification, and Terms*, members of the Committee are appointed by the Board, and serve at the pleasure of the Board. Based on the discretion of the Board, the Committee shall have no more than eleven (11) voting members. Each member must meet any one or more of the qualifications identified in Article II, Section 2 at the time of their appointment and for the duration of their term. The Board will attempt to appoint members to the Committee who represent diverse interests, perspectives, geography, and the population demographics of the area.

As stated in Article II, Section 6, when a vacancy occurs, the District Board of Directors may elect to fill the vacant position and the person so appointed will hold their position for the balance of the unexpired term of their predecessor, which term of service shall not be considered in connection with limitations on term of service under Article II, Section 3. The Board of Directors may select an appointee from among people expressing an interest in such appointment, from a call for applications for the position, or in any other manner determined by the Board of Directors.

To be qualified to serve as a member of the Committee according to *Section 2. Qualification*, the person must be knowledgeable about the public transportation needs of residents or employees located within or travelling to and from the District; and must be a member of or represent any one or more of the following:

- Local governments, including land use planners;
- Public Transportation Service Providers;
- Non-profit entities which provide public transportation services;
- Neighboring public transportation service providers;
- Employers;
- Public health, social and human service providers;
- Transit users;
- Transit users who depend on transit for accomplishing daily activities
- Individuals age 65 or older;
- People with disabilities;
- Low-Income Individuals (Individuals Experiencing Economic Hardship);
- Social equity advocates;
- Environmental advocates;
- Bicycle and pedestrian advocates;
- Individuals with limited English proficiency;
- Educational institutions; or,
- Major destinations for users of public transit.

The Committee must include at least one person who is or represents low-income individuals; people with disabilities, or individuals age 65 or older; and a Public Transportation Service Provider or non-profit public transportation service provider.

The Board will appoint Committee members from both within and outside District boundaries to the extent practicable. The Board will attempt to appoint members to the Committee who represent diverse interests, perspectives, geography, and the population demographics of the area.

The Committee met on November 1, 2024 and discussed reappointments to the STIFAC.

Fred Evander represents local governments, including land use planners, bicycle and pedestrian advocates, public transportation service providers, and transit users who depend on transit for accomplishing daily activities. His original application can be found as [Attachment A](#).

Kyle Miller represents individuals with disabilities, low income, and limited English proficiency, public health, social, and human service providers, transit users who

depend on transit for accomplishing daily activities, and education institutions. His original application can be seen as Attachment B.

Marja Byers is a resident of Salem, and currently serves on the Districts Community Advisory Committee. She represents individuals with disabilities, and low income, bicycle and pedestrian advocates, transit users who depend on transit for accomplishing daily activities, and educational institutions. Her original application can be found as Attachment C.

FINANCIAL IMPACT

None

RECOMMENDATION

The STIFAC recommends that the Board reappoint Fred Evander, Kyle Miller, and Marja Byers to the Statewide Transportation Improvement Fund Advisory Committee for terms beginning January 1, 2025, and ending December 31, 2026, as outlined in Attachment D.

PROPOSED MOTION

I move that the Board reappoint Fred Evander, Kyle Miller, and Marja Byers to the Statewide Transportation Improvement Fund Advisory Committee with terms to commence on January 1, 2025.



Statewide Transportation Improvement Fund Advisory Committee (STIFAC)

APPLICATION

FULL NAME: Fred Evander

ADDRESS: [REDACTED]

EMAIL ADDRESS: fevander@ci.independence.or.us

TELEPHONE: [REDACTED] (Evening)

Pursuant to Oregon Administrative Rule ("OAR") 732-040-0035, the Salem Area Mass Transit District ("SAMTD") Board of Directors shall create a Statewide Transportation Improvement Fund Advisory Committee ("STIFAC") for the purpose of advising and assisting the District in carrying out the purposes of the Statewide Transportation Improvement Fund ("STIF") and prioritizing Projects to be funded by STIF moneys received by the District. The advisory committee may also advise the District regarding the opportunities to coordinate STIF funded Projects with other local or regional transportation programs and services to improve transportation service delivery and reduce gaps in service.

To be eligible to serve, members must be knowledgeable about the public transportation needs of residents or employees located within or traveling to or from SAMTD's service area or Marion or Polk Counties; and be a person who is a member of or represents one or more of the following. Please identify the category you believe you represent with an checkmark. You may select more than one category.

- | | |
|--|---|
| <input checked="" type="checkbox"/> Local governments, including land use planners | <input type="checkbox"/> Individuals Age 65 and Older |
| <input type="checkbox"/> People with disabilities | <input type="checkbox"/> Educational institutions |
| <input type="checkbox"/> Veterans | <input checked="" type="checkbox"/> Public Transportation Service Providers |
| <input type="checkbox"/> Low-income individuals | <input type="checkbox"/> Neighboring Public Transportation Service Providers |
| <input type="checkbox"/> Environmental Advocates | <input type="checkbox"/> Employers |
| <input type="checkbox"/> Black, Indigenous, and People of Color | <input type="checkbox"/> Major Destinations for Users of Public Transit |
| <input checked="" type="checkbox"/> Bicycle and pedestrian advocates | <input type="checkbox"/> Non-Profit Entities which provide Public Transportation Services |
| <input type="checkbox"/> People with Limited English Proficiency | |
| <input type="checkbox"/> Public Health, Social and Human Service Providers | |
| <input checked="" type="checkbox"/> Transit Users who Depend on Transit for Accomplishing Daily Activities | |

PLEASE RETURN YOUR APPLICATION TO:

Cherriots STIFAC
 Attn: Technology & Program Management Office
 555 Court St NE, Suite 5230
 Salem OR 97301

Signed Applications may be returned via email

Email: ann.korrrell@cherriots.org
Phone: (503) 361-7521
Website: Cherriots.org

Why do you want to serve on the STIFAC? Please provide a response of your personal and/or professional background as it applies to the position(s) you wish to be considered for on the Committee.

Throughout my career, I have been an advocate for public transportation. Having been a frequent rider since 1999 (I currently ride the 40X), I wholeheartedly understand the need for great service that meets the needs of riders.

In my current role as Planning Manager at the City of Independence, I strive to ensure that the public transportation system effectively serves the diverse members and needs of our community. In my role, I recently led a feasibility study for the Monmouth-Independence Trolley Project, which included extensive public input in both English and Spanish, and was subsequently funded through the state legislature. The cities of Monmouth and Independence anticipate the trolley to begin service sometime in early 2023 and look forward to operating a service that addresses the needs of our diverse communities.

During my time at Independence, I also have served on the Cherriots' Long-Range Transit Plan Technical Advisory Committee, and collaborated with Cherriots' staff on new stop locations in the city.

Furthermore, I have been involved with a variety of other transit efforts during my career. While I worked at Thurston Regional Planning Council, I completely redesigned the routes and scheduling for Rural Transit and helped lead a rebranding of the service. I also contributed to numerous urban corridor plans which sought to better link land use policies with the frequent service provided by Intercity Transit.

I believe my skills and experience working with diverse populations in both urban and rural contexts, as well as my personal love for public transit, would make me a valuable member of the Committee.

Date: 11/07/2022

Signature: _____



Completion of this section is **VOLUNTARY**. The information you provide will be used for Title VI purposes only. Salem Area Mass Transit District (aka "Cherriots") operates its programs without regard to race, color, religion, sex, sexual orientation, national origin, marital status, age, disability, or income status in accordance with Title VI of the Civil Rights Act, ORS Chapter 659A or other applicable law.

RACE/ETHNIC STATUS

- WHITE**
(Not Hispanic or Latino): A person having origins in any of the original peoples of Europe, North Africa or the Middle East.
- BLACK OR AFRICAN AMERICAN**
(Not Hispanic or Latino): A person having origins in any of the black racial groups of Africa.
- HISPANIC OR LATINO**
A person of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin regardless of race.
- ASIAN**
(Not Hispanic or Latino): A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian Subcontinent, including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand and Vietnam.
- NATIVE HAWAIIAN OR OTHER PACIFIC ISLANDER**
(Not Hispanic or Latino): A person having origins in any of the peoples of Hawaii, Guam, Samoa, or other Pacific Islands.
- AMERICAN INDIAN OR ALASKAN NATIVE**
(Not Hispanic or Latino): A person having origins in any of the original peoples of North and South America (including Central America), and who maintains tribal affiliation or community recognition.
- TWO OR MORE RACES**
(Not Hispanic or Latino): A person who identifies with two or more race/ethnic categories named above.

Date: 11/07/2022

Signature: _____



Statewide Transportation Improvement Fund Advisory Committee (STIFAC)

APPLICATION

FULL NAME: Kyle Miller

ADDRESS: _____

EMAIL ADDRESS: _____

TELEPHONE: _____ (Day) _____ (Evening)

Pursuant to Oregon Administrative Rule ("OAR") 732-040-0035, the Salem Area Mass Transit District ("SAMTD") Board of Directors shall create a Statewide Transportation Improvement Fund Advisory Committee ("STIFAC") for the purpose of advising and assisting the District in carrying out the purposes of the Statewide Transportation Improvement Fund ("STIF") and prioritizing Projects to be funded by STIF moneys received by the District. The advisory committee may also advise the District regarding the opportunities to coordinate STIF funded Projects with other local or regional transportation programs and services to improve transportation service delivery and reduce gaps in service.

To be eligible to serve, members must be knowledgeable about the public transportation needs of residents or employees located within or traveling to or from SAMTD's service area or Marion or Polk Counties; and be a person who is a member of or represents one or more of the following. Please identify the category you believe you represent with an checkmark. You may select more than one category.

- | | |
|--|---|
| <input type="checkbox"/> Local governments, including land use planners | <input type="checkbox"/> Individuals Age 65 and Older |
| <input checked="" type="checkbox"/> People with disabilities | <input checked="" type="checkbox"/> Educational institutions |
| <input type="checkbox"/> Veterans | <input type="checkbox"/> Public Transportation Service Providers |
| <input checked="" type="checkbox"/> Low-income individuals | <input type="checkbox"/> Neighboring Public Transportation Service Providers |
| <input type="checkbox"/> Environmental Advocates | <input type="checkbox"/> Employers |
| <input type="checkbox"/> Black, Indigenous, and People of Color | <input type="checkbox"/> Major Destinations for Users of Public Transit |
| <input type="checkbox"/> Bicycle and pedestrian advocates | <input type="checkbox"/> Non-Profit Entities which provide Public Transportation Services |
| <input checked="" type="checkbox"/> People with Limited English Proficiency | |
| <input checked="" type="checkbox"/> Public Health, Social and Human Service Providers | |
| <input checked="" type="checkbox"/> Transit Users who Depend on Transit for Accomplishing Daily Activities | |

PLEASE RETURN YOUR APPLICATION TO:

Cherriots STIFAC
 Attn: Technology & Program Management Office
 555 Court St NE, Suite 5230
 Salem OR 97301

Signed Applications may be returned via email

Email: ann.korrrell@cherriots.org

Phone: (503) 361-7521

Website: Cherriots.org

Why do you want to serve on the STIFAC? Please provide a response of your personal and/or professional background as it applies to the position(s) you wish to be considered for on the Committee.

MWVCAA serves clients needing support with transportation

-Clients low income, diverse backgrounds

-Clients disabilities, homeless, including youth

-Need for school, medical, legal and other appointments

-Daily needs including groceries, laundry, other.

-Supporting clients access to community

Personally want to see public transport to be successful

-Reliable for community transport

-environmental reasons

-convenience to public and reduce traffic & parking demands

-daily commutes as possible

Date: 05/16/2022

Signature:



Statewide Transportation Improvement Fund Advisory Committee (STIFAC)
APPLICATION

FULL NAME: Marja Byers

ADDRESS: _____

Salem, OR 97301

EMAIL ADDRESS: [REDACTED]

TELEPHONE: [REDACTED] (Evening)

Pursuant to Oregon Administrative Rule ("OAR") 732-040-0035, the Salem Area Mass Transit District ("SAMTD") Board of Directors shall create a Statewide Transportation Improvement Fund Advisory Committee ("STIFAC") for the purpose of advising and assisting the District in carrying out the purposes of the Statewide Transportation Improvement Fund ("STIF") and prioritizing Projects to be funded by STIF moneys received by the District. The advisory committee may also advise the District regarding the opportunities to coordinate STIF funded Projects with other local or regional transportation programs and services to improve transportation service delivery and reduce gaps in service.

To be eligible to serve, members must be knowledgeable about the public transportation needs of residents or employees located within or traveling to or from SAMTD's service area or Marion or Polk Counties; and be a person who is a member of or represents one or more of the following. Please identify the category you believe you represent with an checkmark. You may select more than one category.

- | | |
|--|---|
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| <input checked="" type="checkbox"/> People with disabilities | <input checked="" type="checkbox"/> Educational institutions |
| <input type="checkbox"/> Veterans | <input type="checkbox"/> Public Transportation Service Providers |
| <input checked="" type="checkbox"/> Low-income individuals | <input type="checkbox"/> Neighboring Public Transportation Service Providers |
| <input type="checkbox"/> Environmental Advocates | <input type="checkbox"/> Employers |
| <input type="checkbox"/> Black, Indigenous, and People of Color | <input type="checkbox"/> Major Destinations for Users of Public Transit |
| <input checked="" type="checkbox"/> Bicycle and pedestrian advocates | <input type="checkbox"/> Non-Profit Entities which provide Public Transportation Services |
| <input type="checkbox"/> People with Limited English Proficiency | |
| <input type="checkbox"/> Public Health, Social and Human Service Providers | |
| <input checked="" type="checkbox"/> Transit Users who Depend on Transit for Accomplishing Daily Activities | |

PLEASE RETURN YOUR APPLICATION TO:

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Signed Applications may be returned via email

Email: ann.korrrell@cherriots.org
Phone: (503) 361-7521
Website: Cherriots.org

Why do you want to serve on the STIFAC? Please provide a response of your personal and/or professional background as it applies to the position(s) you wish to be considered for on the Committee.

I have gained and lost sight throughout my life, the most recent and now permanent, in 2010, I have used public transportation much of my life. I joined Cherriots STF Advisory Committee in order to better understand transportation funding. I termed out of my position on the committee at the end of 2019 (I think). As HB 2017 was going through the legislative process I was following it's progression as it would have a major impact on those of us who rely on transit service. I was asked by Cherriots to testify at one of the many days of committee hearings in favor of the bill, and apparently my voice was well heard. I have been one of the community voices of public transportation. I worked as executive director of Blindskills from 11/2014-10/2021, and am currently working as a Sight Loss Instructor for the Hull Foundation and Learning Center, located in Sandy, OR and work remotely from home. I am very interested in continuing to learn how our systems work.

Date: 05/19/2022

Signature:





Salem Area Mass Transit District Statewide Transportation Improvement Fund Advisory Committee Roster

Name	Term Start ¹	Term Ends	Representing ²
Beth Schmidt	1-Jan-24	31-Dec-25	Salem, Marion County; Local Governments, Bicycle and Pedestrian Advocates, Educational Institutions
Dodie Laura Brockamp	1-Jan-24	31-Dec-25	Silverton, Marion County; Individuals with Disabilities, Low-Income, Public Health, Social and Human Service Providers, Transit Users, 65 or Older, Public Transportation Service Providers, Non-Profit Entities which Provide Public Transportation Services.
Fred Evander	1-Jan-25	31-Dec-26	Dallas, Polk County; Local Governments, Bicycle and Pedestrian Advocates, Transit Users, Public Transportation Service Providers.
Jim Row *Chair 2024	1-Jan-24	31-Dec-25	Woodburn, Marion County; Local Governments, Public Transportation Service Providers, Employers
Kimberly Dwyer	1-Jan-24	31-Dec-25	Stayton, Marion County; Individuals with Disabilities, Low-Income, Public Health, Social, and Human Service Providers, Non-Profit Entities which provide Public Transportation Services
Kyle Miller	1-Jan-25	31-Dec-26	Salem, Marion County; Individuals with Disabilities, Low-Income Individuals, Individuals with Limited English Proficiency, Public Health/Social and Human Service Provider, Transit Users, Education Institutions
Position 7	1-Jan-25	31-Dec-26	Vacant
Marja Byers *Vice-Chair 2024	1-Jan-25	31-Dec-26	Salem, Marion County; Individuals with Disabilities, Transit Users
Stephen Dobrinich	1-Jan-24	31-Dec-25	Salem Marion County; Local Governments
Steve Anderson	26-Jan-24	31-Dec-25	Salem, Marion County; Local Governments, Black, Indigenous, & People of Color, Bicycle and Pedestrian Advocates, Transit Users who Depend on Transit for Accomplishing Daily Activities, and Individuals with: Disabilities, Low-Income, 65 and Older, and Limited English Proficiency
Position 11	1-Jan-25	31-Dec-26	Vacant

Board Liaison: Director Ramiro Navarro Jr., Subdistrict 2 (Keizer)
Staff Liaison: Shofi Ull Azum, Chief Planning and Development Officer
Recorder: Executive Assistant(s) Kirra Pressey and Crisandra Williams

Notes:

1. June 1, 2022: Formation date of the new STIFAC Committee; merged STF & STIF Advisory Committees.
2. Required criteria under HB 2017



To: Board of Directors
From: Kirra Pressey, Executive Assistant/Clerk of the Board
Shofi Ull Azum, Chief Planning and Development Officer
Thru: Allan Pollock, General Manager
Date: December 19, 2024
Subject: Appointment of Chair & Vice-Chair to the Statewide Transportation Improvement Fund Advisory Committee (STIFAC)

ISSUE

Shall the Board appoint a member of the STIFAC to the positions of Chair and Vice-Chair for a term of twelve months beginning January 1, 2025 and ending December 31, 2025?

BACKGROUND AND FINDINGS

STIFAC acts as an advisory committee to the Board on transportation funding of projects associated with the STIF program. The committee, beginning in January 2025, consists of nine members that consider projects from all qualified transportation service providers in Marion and Polk counties.

In the STIFAC Bylaws under *Article 2, Section 4*, it states that the terms of the Chair and Vice-Chair be appointed to commence in January of each year. At a meeting preceding January, members of the STIFAC may recommend a Chair and Vice-Chair to serve for a term of 12 months, but for no more than two consecutive years.

At the November 1, 2024, STIFAC meeting, members moved to recommend the reappointment of **Jim Row as Chair**, and **Marja Byers as Vice-Chair**.

FINANCIAL IMPACT

None

RECOMMENDATION

The STIFAC recommends the Board appoint Jim Row as Chair and Marja Byers as Vice-Chair of the Statewide Transportation Improvement Fund Advisory Committee for a term of 12 months beginning January 1, 2025, ending December 31, 2025.

PROPOSED MOTION

I move that the Board appoint Jim Row as Chair and Marja Byers as Vice-Chair of the Statewide Transportation Improvement Fund Advisory Committee for a term of 12 months beginning January 1, 2025, ending December 31, 2025.



To: Board of Directors

From: Karen Garcia, Security and Emergency Management Manager
Cliff Carpentier, Chief Safety Officer

Thru: Allan Pollock, General Manager

Date: December 19, 2024

Subject: Fiscal Year 2025 Quarter 1 (FY25 Q1) National Transit Database Reportable Assault Data

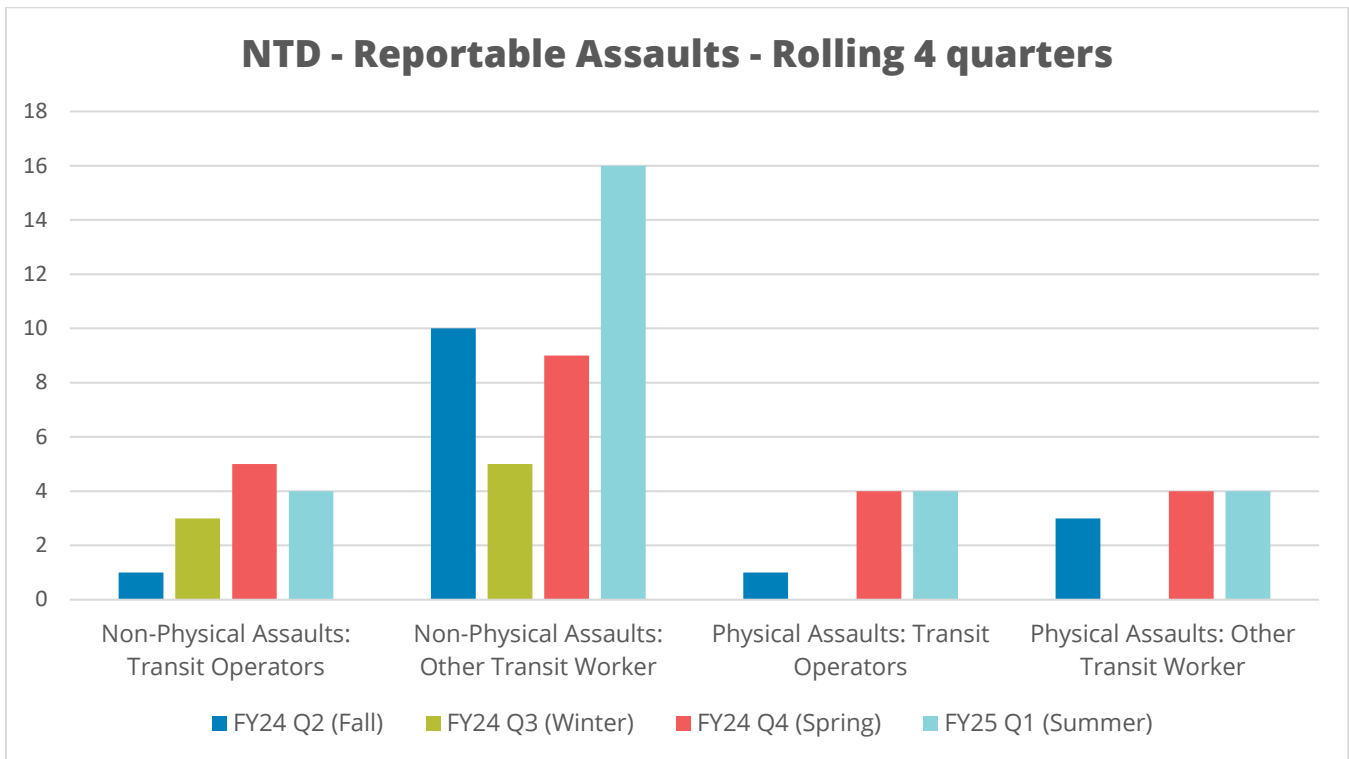
ISSUE

Shall the Board receive the FY25 Q1 National Transit Database reportable assault data?

BACKGROUND AND FINDINGS

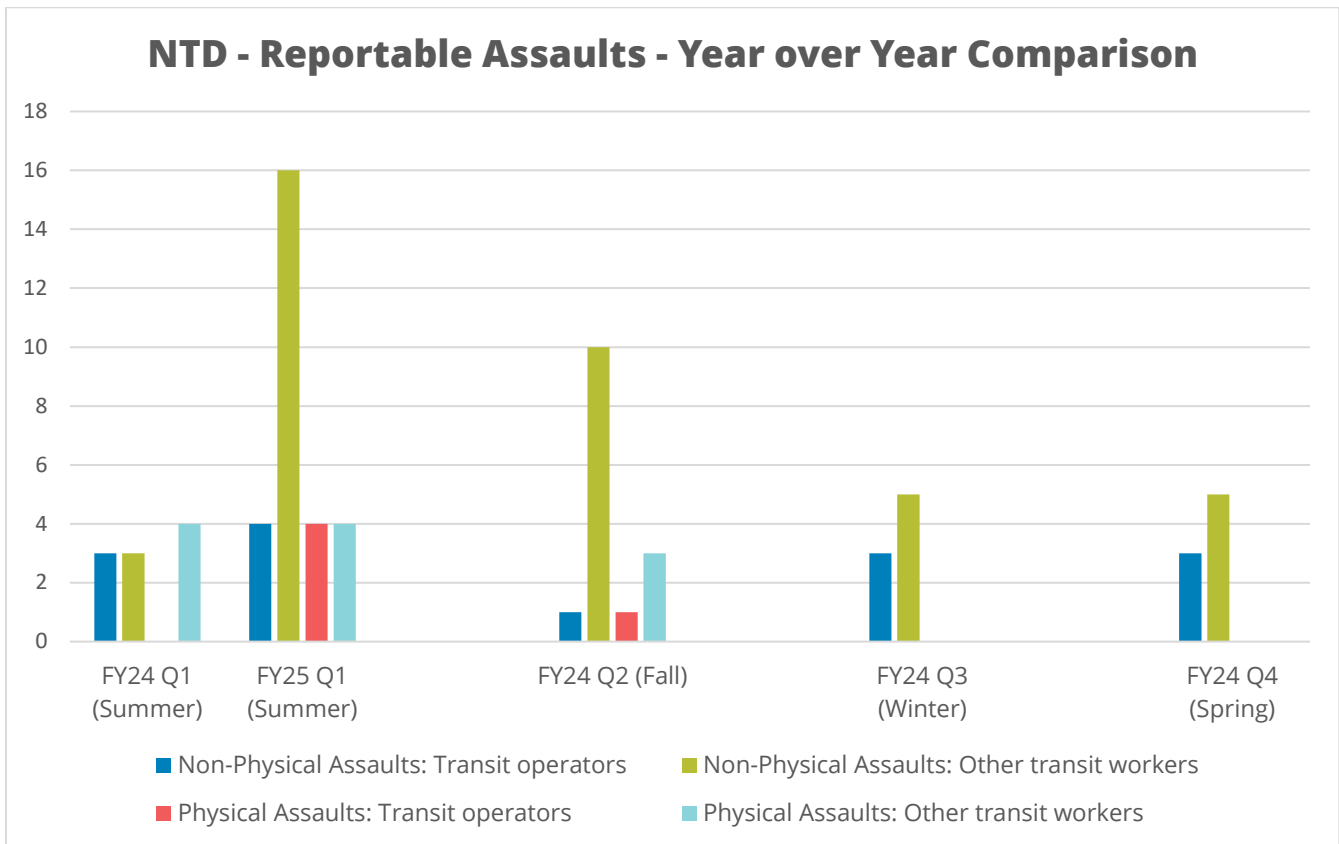
The chart below shows reportable non-physical and physical assaults on transit operators and other transit workers for the last four quarters.

Rolling four quarters	Non-Physical Assaults: Transit operators	Non-Physical Assaults: Other transit workers	Physical Assaults: Transit operators	Physical Assaults: Other transit workers	Total
FY24 Q2 (Oct-Dec)	1	10	1	3	15
FY24 Q3 (Jan-Mar)	3	5	0	0	8
FY24 Q4 (Apr-Jun)	5	9	4	4	22
FY25 Q1 (Jul-Sep)	4	16	4	4	28
Total	13	40	9	11	73



The below chart shows reportable non-physical and physical assaults on transit operators and other transit workers comparing the first quarter of FY2024 to the first quarter of FY2025.

FY2024 compared to FY2025	Non-Physical Assaults: Transit operators	Non-Physical Assaults: Other transit workers	Physical Assaults: Transit operators	Physical Assaults: Other transit workers	Total
FY24 Q1 (Jul-Sep)	3	3	0	4	10
FY25 Q1 (Jul-Sep)	4	16	4	4	28
FY24 Q2 (Oct-Dec)	1	10	1	3	15
FY24 Q3 (Jan-Mar)	3	5	0	0	8
FY24 Q4 (Apr-Jun)	5	9	4	4	22



Summary of reportable events for FY2024-2025 Quarter 1.

Cherriots Local:

- Non-Physical Assaults: Transit Operators
 - 7/9: An operator confronted a rider about jumping the fence at Keizer Transit Center and the rider threatened to kill the operator. (Also involved non-physical assault on other transit worker and physical assault on transit operator)
 - 8/14: A rider boarded at Marion County Correctional Facility and did not pay the fare. When told by the operator that fare was required, the rider threatened to assault the operator.
 - 8/17: A rider boarded at Marion County Correctional Facility, who threatened to murder the operator and the next person who boarded the bus.
 - 9/23: A rider boarded without paying the fare. When asked for fare, the rider took a seat. The operator asked the rider to exit the bus. The rider swung their

backpack, striking the plexiglass barrier as they exited the bus. (Also involved physical assault on transit operator)

- Non-Physical Assaults: Other transit workers
 - 7/2: Security asked a rider to exit the bus after they displayed aggressive, disorderly behavior prior to boarding. The rider became verbally assaultive toward security and got physically close to the security officer, resulting in the officer feeling unsafe.
 - 7/9: Security contacted a rider who was using the public restroom inappropriately. Upon contact, the rider pulled a knife from their bag, placed the knife in their waistband and said "I dare you to touch me."
 - 7/9: A rider put their hands together to simulate a gun and pointed them at the face of security officers. The rider then said "boom you are dead" to the two officers. (This incident was counted as two non-physical assaults. Also involved non-physical assault on transit operator and physical assault on transit operator)
 - 7/11: A rider was contacted about having an open container of alcohol at the transit center. The rider became extremely aggressive, threatening to shoot two security officers. (This incident was counted as two non-physical assaults. Also involved physical assault on other transit worker)
 - 7/12: A member of the public threatened security officers at the DTC. The individual pulled out a long pole with a nail attached to the end, swung it toward and threatened two security officers with it. (This incident was counted as two non-physical assaults. Also involved physical assault on other transit worker)
 - 7/24: A rider was contacted for drinking alcohol onboard the bus. The rider became aggressive and told the security officer "don't make me get out of my chair and beat your ass."
 - 8/2: After witnessing an assault, security asked a rider to exit the bus. The rider threatened to shoot the security officer.
 - 8/6: An excluded rider was trespassing. Security contacted a rider and directed them to leave the property. The excluded rider threatened the security officer saying "I will kick your ass."

- 8/14: A facilities maintenance worker was collecting trash off a bench, when a rider threatened them by saying “leave my shit alone or I will shoot you.”
- 8/18: An excluded rider was harassing a security officer about their exclusion. A crowd gathered, so a second officer responded to assist. The second officer was threatened by the rider, when the rider stated “I am going to beat your white fat ass.”
- 8/20: Security approached a rider asking about their destination after seeing the SMART driver had refused to allow the rider to board. The rider got upset, approached a local bus and punched the door when the operator would not let them board. They told the security officer “I am going to beat your ass.” The rider made other threats to sexually assault the security officer, before finally leaving the area.
- 9/19: A rider waiting to board a bus was acting aggressively and very threatening. Security responded and refused the transport. The rider was demanding, stating they were going to board the bus. A security officer stepped between the rider and the bus door. The rider threatened to move the officer out of the way if they did not let them board.
- 9/21: Security approached a rider who had pulled down their pants and sat on a bench. The rider pulled their pants back up but did not seem to be doing well. Security attempted to assist the rider, but the rider was uncooperative. Security informed the rider they would need to leave the property if not catching a bus. The rider responded by saying “I will punch you and take out your eye.”
- Physical Assaults: Transit Operators
 - 7/9: A rider was told to exit the bus while on route after failing to comply with behavior expectations. The bus arrived at Keizer Transit Center and the operator witnessed the rider jump the fence and come onto property. The operator confronted the rider, who pushed the operator in the chest. (Also involved a non-physical assault on transit operator and non-physical assault on other transit worker)
 - 7/17: While training a new operator, an operator trainer was assaulted by a rider onboard the bus when the rider struck the trainer in the face. The rider then exited the bus and attempted to pull the trainer out the door by pulling on the trainer’s leg.

- 9/17: A rider boarded the bus and did not pay fare. The operator asked them to go to customer service and the rider spat on the operator before exiting the bus.
- 9/23: A rider boarded without paying the fare. When asked for fare, the rider took a seat. The operator asked the rider to exit the bus. The rider spat in the operator's face as they exited the bus. (Also involved non-physical assault on transit operator)
- Physical Assaults: Other transit workers
 - 7/11: A rider was approached for having an open container of alcohol at the transit center. The rider became threatening and was told to leave property. The rider continued his aggressive behavior while leaving property. The rider then attempted to come back on property, so the security officer stepped in front of them. The rider ran into the security officer's chest. (Also involved non-physical assault on other transit worker)
 - 7/12: A member of the public threatened security officers at the DTC. The individual pulled out a long pole with a nail attached to the end and swung the device at security, striking the officer and cutting their leg. (Also involved non-physical assault on other transit worker)
 - 8/8: Four individuals were seen surrounding a single individual. When security directed them to stop, one of the suspects shoved the arm of the security officer.
 - 8/15: A rider walked past two security officers at the transit center. The rider then slapped one of the security officers on the hand without provocation or any interaction from security.

FINANCIAL IMPACT

None

RECOMMENDATION

For informational purposes only.

PROPOSED MOTION

None



To: Board of Directors

From: Ross Aguilar, IT Manager
David Trimble, Deputy General Manager

Thru: Allan Pollock, General Manager

Date: December 19, 2024

Subject: Authorize the General Manager to Execute a Contract with Tyler Technologies for Software as a Service (SaaS) Related Services

ISSUE

Shall the Board authorize the General Manager to execute a contract with Tyler Technologies for SaaS Related Services for an amount not to exceed \$326,710?

BACKGROUND AND FINDINGS

The District currently contracts with Tyler Technologies to provide their Enterprise Resource Planning (ERP) and Human Capital Management (HCM) systems. These systems allow District staff to manage core business functions such as finances, human resources and administrative tasks through a centralized platform. Tyler has announced they will no longer provide updates to their on-premise solution and are encouraging their customers to move to a Software as a Service (SaaS) solution for future application features and enhancements.

The District has maintained an agreement with Tyler Technologies for ERP and HCM solutions since 2016. The current agreement with Tyler Technologies is for their on-premise solution, which means Tyler Technology software is operating on District infrastructure. Transitioning to the Tyler Technologies SaaS solution will provide increased reliability and greatly enhanced security.

Over the last several years, the technology industry has changed its business model from offering software for purchase to offering a SaaS. Tyler Technologies has also adopted the SaaS subscription model.

FINANCIAL IMPACT

The Year 1 costs of this project is accounted for in the FY2025 Adopted Budget; future years will be accounted for in future budgets. In year one, a one-time implementation cost

(\$5,101) to convert to the SaaS solution is funded with a federal 5339 formula grant. The total cost for year one is \$107,118.

Table 1. Year 1 Funding by Source and Activity

Activity	Funding Source	Percent %	Amount
Implementation	FTA 5339	80%	\$ 4,081
	General Funds	20%	\$1,020
Subscription	General Funds	100%	\$102,017
Total Year 1 Funding:			\$107,118

Table 2. 3-Year Contract Cost

	Year 1	Year 2	Year 3	Total Costs
Contract Cost	\$107,118	\$107,118	\$112,474	\$326,710

Funding for this proposed contract has been allocated from the Districts General Funds Budget for FY25 and will be maintained in subsequent annual budgets.

RECOMMENDATION

Staff recommends the Board authorize the General Manager to execute a contract with Tyler Technologies for SaaS related services for an amount not to exceed \$326,710.

PROPOSED MOTION

I move that the Board authorize the General Manager to execute a contract with Tyler Technologies for SaaS related services for an amount not to exceed \$326,710 (three hundred, twenty-six thousand, seven hundred and ten dollars).



BOARD MEETING MEMO

Agenda Item V.B.7

To: Board of Directors
From: Jaél Rose, Chief Employee and Labor Relations Officer
David Trimble, Deputy General Manager
Thru: Allan Pollock, General Manager
Date: December 19, 2024
Subject: Authorize the General Manager to execute a contract with Parker, Smith, & Feek for Healthcare Brokerage Services.

ISSUE

Shall the Board authorize the General Manager to execute a contract with Parker, Smith & Feek (the incumbent contractor) to provide healthcare brokerage services for a two-year base term with three (3) additional one-year options; for an amount not to exceed \$222,984?

BACKGROUND AND FINDINGS

The District contracts with qualified healthcare insurance brokers to provide a comprehensive range of brokerage and consulting services. These services include:

- Analysis, recommendations, marketing, negotiation, and implementation of the District's insurance coverage.
- Assistance with employee communications and benefit strategy development.
- Support for employees through patient advocacy services.
- Guidance on compliance, communications, and administrative tasks related to benefits.
- Review of vendor contracts and verification of insurance coverage.
- Serving as a liaison and advocate for the District in resolving any issues with vendors.
- Support for benefits enrollment activities, including Open Enrollment.
- Provision of periodic aggregate reports.

The broker services cover a variety of healthcare offerings, including medical, dental, vision, basic life insurance, accidental death and dismemberment, long-term disability, voluntary life, employee assistance programs, and wellness initiatives.

By engaging a dedicated healthcare insurance broker, the District gains access to specialized expertise, which not only helps optimize our benefits offerings but also frees up staff time. This allows staff to focus on our Strategic Tactics and other important District initiatives. Additionally, the contract ensures continued, seamless data collection, reporting, and tracking of healthcare metrics.

The proposed contract was procured by issuing a Request for Proposal (RFP) for Healthcare Brokerage Services on September 26, 2024. Proposals were due on October 30, 2024.

The District received two (2) proposal responses to the RFP. Both proposals were determined to be responsive per FTA guidelines. The Source Evaluation Committee (SEC) conducted a full evaluation and scored the proposals. Parker, Smith & Feek best met the requirements outlined in the RFP.

FINANCIAL IMPACT

The contract with the broker will be for two years with three one-year renewal options.

Year 1	\$42,000
Year 2	\$43,260
Base Contract Subtotal	\$ 85,260
Option Year 1	\$ 44,558
Option Year 2	\$ 45,895
Option Year 3	\$ 47,271
Total	\$ 222,984

Funding for Year 1 is included in the general fund of the FY24-25 Adopted Budget. Subsequent contract years will be included in future budgets.

RECOMMENDATION

The SEC recommends that the Board authorize the General Manager to execute a contract with Parker, Smith & Feek for a two-year base term with three (3) additional one-year options, to provide healthcare brokerage services for an amount not to exceed \$222,984.

PROPOSED MOTION

I move that the Board authorize the General Manager to execute a two-year contract with three (3) additional one-year renewal options, with Parker, Smith & Feek to provide healthcare brokerage services for an amount not to exceed \$222,984 (two hundred, twenty-two thousand, nine hundred and eighty-four dollars).



To: Board of Directors
From: Denise LaRue, CFO
Thru: Allan Pollock, General Manager
Date: December 19, 2024
Subject: Authorize the General Manager to execute a Contract Amendment with NIGP Code & Consulting for Procurement Staff Augmentation Services

ISSUE

Shall the Board authorize the General Manager to execute a contract amendment with NIGP Code & Consulting, for Procurement Staff Augmentation Services, for a contract total amount not to exceed \$300,000?

BACKGROUND AND FINDINGS

In February, 2024, the District entered into an agreement with NIGP Code & Consulting for procurement services due to the vacancy of the Procurement Manager position. NIGP Code & Consulting has been in business for almost 30 years providing professional procurement consultation and support services to public sector entities throughout North America. The majority of the firm's consultants have held high-level procurement positions in public transit and other public sector entities. The consultant assigned to our agency has worked diligently with current staff to ensure our solicitations are compliant and timely.

Over many months District staff has worked diligently to recruit for this vital position, which also includes use of a professional recruiting firm. The labor market is such that there are many public organizations, locally and nationwide, who are in search of qualified procurement professionals. We will continue our efforts to recruit a permanent individual for this position.

The importance of ensuring our solicitations and contracts are compliant with state and federal regulations is imperative to ensure we meet our success outcomes and are set up and prepared for any reviews.

FINANCIAL IMPACT

The original contract was designed not to exceed \$95,000. This request is for an additional \$205,000 to bring the total contract to \$300,000. The cost of this contract is covered in the FY25 Adopted Budget in the Finance Division. Any future costs will be captured in subsequent budgets.

RECOMMENDATION

Staff recommends that the Board authorize the General Manager to execute a contract amendment with NIGP Code & Consulting, for procurement staff augmentation services for an amount not to exceed \$300,000.

PROPOSED MOTION

I move that the Board authorize the General Manager to execute a contract amendment with NIGP Code & Consulting, for procurement staff augmentation services for an amount not to exceed \$300,000 (three-hundred thousand dollars).



To: Board of Directors

From: Kiki Dohman, Commuter Options Program Coordinator
Shofi Ull Azum, Chief of Planning and Development

Thru: Allan Pollock, General Manager

Date: December 19, 2024

Subject: Authorize the General Manager to Execute a Contract with EAN Holdings, LLC for Vanpool Services

ISSUE

Shall the Board authorize the General Manager to execute a three-year contract with EAN Holdings, LLC for vanpool services for an amount not to exceed \$975,000?

BACKGROUND AND FINDINGS

The District contracts with EAN Holdings, LLC to provide vanpool services to Marion, Polk, and Yamhill County. Vanpools are organized and subsidized by the Cherriots Commuter Options program. By providing this service, the District increases access to employment sites that are beyond the fixed-route transit system with an affordable commute option. Thus, making the District the region’s primary mobility integrator that delivers viable transportation options that inspire community pride. In addition, this program is helping the District to achieve its sustainability goals by reducing CO2 emissions and mitigating traffic congestion by decreasing the number of drive-alone trips taken.

EAN Holdings, LLC serves as the exclusive provider of vanpool services for the state of Oregon. The pricing offered by EAN Holdings, LLC will support the District’s desired growth for the vanpool program.

FINANCIAL IMPACT

The total cost of this new agreement, spanning from FY25 to FY27 is \$975,000.

	Year 1	Year 2	Year 3	Total
Cost	\$325,000	\$325,000	\$325,000	\$975,000

Funding for this contract will be allocated from the District’s Commuter Options Program (Federal grant fund) Budget. Year 1 cost for operating vanpool service is included in FY25 budget. Oregon Department of Transportation (ODOT) and the Salem-Keizer Area Transportation Study Metropolitan Planning Organization (SKATS MPO) fund the

Commuter Options Program with a combination of Congestion Mitigation and Air Quality Improvement (CMAQ) and Surface Transportation Block Grant (STBG) federal funds for qualifying vanpool subsidies.

RECOMMENDATION

Staff recommends the Board authorize the General Manager to execute a three-year contract with EAN Holdings, LLC for vanpool services for an amount not to exceed \$975,000.

PROPOSED MOTION

I move that the Board authorize the General Manager to execute a three-year contract with EAN Holdings, LLC for vanpool services for an amount not to exceed \$975,000 (nine hundred seventy-five thousand dollars).



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: December 19, 2024

Subject: Approve STIFAC recommendations for STIF Formula funding projects.

ISSUE

Shall the Board adopt Resolution No. 2024-05 ([Attachment B](#)), recommending funding approval of projects for the STIF Formula program?

BACKGROUND AND FINDINGS

The Statewide Transportation Improvement Fund (STIF) program was introduced by the House Bill 2017 Transportation Funding Package to fund public transportation improvements across Oregon. The STIF Formula Fund is intended to expand and improve public transportation services, and may also be used to support service maintenance and ongoing operations costs. There are **no match requirements** for STIF Formula funds. The Oregon Department of Transportation (ODOT) disburses STIF Formula funds to **Qualified Entities (QEs)** based on population and payroll taxes paid within their geographic area. The District is a QE and responsible to oversee the distribution of STIF formula funds for Marion and Polk County. The District conducted a selection process to determine the use of the funds.

ODOT opened the STIF Formula funding solicitation on August 27, 2024. A public notice of this year's STIF Formula Funding solicitation was published in the Salem Reporter newspaper on September 18, 2024 and applications were due to the District on October 25, 2024. Both English and Spanish versions of the notice were posted on the District's website. Announcements were sent out to current grantees of these funds to ensure they were aware of the solicitation of applications for funding.

The STIF Advisory Committee (STIFAC) met to review STIF Formula funding applications ([Attachment A](#)) for Marion and Polk County. The meeting was held on November 1, 2024, to hear presentations from applicants, discuss the projects, and make a recommendation to the Board for funding. In the project funding evaluation process,

STIFAC members prioritized to maintain current services over funding a new project or service. STIFAC recommendation for STIF population-based and payroll-based funding is below.

Table 1: 2025-2027 STIF Formula funding (Population-based) recommendation

PTSP (Population Based - STIF)	2025-2027 Biennium Total W/20% added	Requested amount in STIF Application	STIFAC Recommended
Salem Area Mass Transit District	\$2,123,204	\$2,123,204	\$2,123,204
City of Woodburn	\$621,514	\$621,514	\$621,514
City of Silverton	\$50,122	\$50,122	\$50,122
West Valley Hospital	\$63,440	\$49,088	\$49,088
City of Monmouth		\$221,437	\$14,352
Subtotal	\$2,858,280	\$3,065,365	\$2,858,280

Table 2: 2025-2027 STIF Formula funding (Payroll-based) recommendation

PTSP (Payroll Based - STIF)	2025-2027 Biennium Total W/20% added	Requested amount in STIF Application	STIFAC Recommended
Salem Area Mass Transit District	\$19,628,272	\$19,544,634	\$19,781,483
City of Woodburn	\$1,238,927	\$1,322,565	\$1,332,888
City of Silverton	\$389,293	\$326,000	\$ -
City of Monmouth	\$555,110	\$591,830	\$697,230
City of Canby DBA Canby Area Transit	\$ -	\$500,000	\$ -
SMART	\$ -	\$60,000	\$ -
Subtotal	\$21,811,602	\$22,345,029	\$21,811,602

* PTSP = Public Transit Service Provider

FINANCIAL IMPACT

If awarded, these projects and awarded funding will be included in the FY26 and FY27 District budgets. 2025-2027 Biennium STIF formula funds support projects and services from July 1, 2025 to June 30, 2027.

RECOMMENDATION

The STIFAC recommends that the Board adopt Resolution No. 2024-05, approving the list of projects and funding amounts of 2025-2027 Biennium STIF Formula funded projects; and direct the General Manager to submit the Qualified Entity funding recommendation and STIF Plan to ODOT in accordance with the STIFAC recommendation by January 16, 2025.

PROPOSED MOTION

I move that the Board adopt Resolution No. 2024-05, approving the list of projects and funding amounts of the 2025-2027 Biennium STIF Formula funded projects, as recommended by the STIFAC; and direct the General Manager to submit the Qualified Entity STIF Formula funding recommendation and STIF Plan to ODOT in accordance with the STIFAC recommendation by January 16, 2025.

2025-2027 Biennium STIF Formula Grant Applications - Summary Table

PTSP	Project and Task	Type of Fund	FY26 Budget	FY27 Budget	25-27 Biennium Total
SAMTD	Project 1 and Task 1: Maintain Cherriots local weekend service, route 22, Weekday 1x service.	STIF Payroll (In District)	\$ 6,761,534	\$ 7,130,608	\$ 13,892,142
SAMTD	Project 1 and Task 3: Maintain LIFT Service	STIF Payroll (In District)	\$ 681,293	\$ 681,293	\$ 1,362,586
SAMTD	Project 2 Task 1: Maintain the regional fixed route service that was expanded in the 2021-2023 biennium, which provided additional service on weekdays and Saturdays	STIF Payroll (Out of District)	\$ 842,158	\$ 851,536	\$ 1,693,694
SAMTD	Project 2 Task 2: Regional stop preventive maintenance	STIF Payroll (Out of District)	\$ 100,000	\$ 100,000	\$ 200,000
SAMTD	Project 2 Task 3: Regional youth zero fare program	STIF Payroll (Out of District)	\$ 40,000	\$ 45,000	\$ 85,000
SAMTD	Project 2 Task 4: Maintain Regional service (Note: additional reserve fund will be used for this task)	STIF Payroll (Out of District)	\$ 981,887	\$ 1,123,865	\$ 2,105,752
SAMTD	Project 2 Task 5: Regional fare unification (subsidizes a portion of regional fare to reduce barriers to transportation access)	STIF Payroll (Out of District)	\$ 102,730	\$ 102,730	\$ 205,460
SAMTD	Project 3 Task 1: STIF Admin	STIF Population	\$ 2,000	\$ 2,000	\$ 4,000
SAMTD	Project 3 Task 2: Mobility Management - operational cost and match	STIF Population	\$ 11,162	\$ 11,163	\$ 22,325
SAMTD	Project 3 Task 3: Regional - operational cost and match	STIF Population	\$ 566,829	\$ 566,829	\$ 1,133,658
SAMTD	Project 3 Task 4: Shop and Ride - operational cost and match	STIF Population	\$ 137,463	\$ 137,463	\$ 274,926
SAMTD	Project 3 Task 5: LIFT - operational cost and match	STIF Population	\$ 344,147	\$ 344,148	\$ 688,295
City of Woodburn	Project 1 Task 1: Fixed Route Weekend Service	STIF Payroll (Out of District Marion County)	\$ 31,000	\$ 32,000	\$ 63,000
City of Woodburn	Project 1 Task 2: Non-medical Dial-a-Ride Weekend Service	STIF Payroll (Out of District Marion County)	\$ 46,000	\$ 47,000	\$ 93,000
City of Woodburn	Project 1 Task 3: Express Weekday service	STIF Payroll (Out of District Marion County)	\$ 267,000	\$ 275,000	\$ 542,000
City of Woodburn	Project 1 Task 4: Out of Town Medical transportation	STIF Payroll (Out of District Marion County)	\$ 7,500	\$ 69,000	\$ 76,500
City of Woodburn	Project 2 Task 1: Replace vehicle(s) used in WTS services, including Out-of-Town Medical Transportation	STIF Payroll (Out of District Marion County)	\$ 92,000		\$ 92,000
City of Woodburn	Project 3 Task 1: Fareless Service for Fixed and Demand Routes	STIF Payroll (Out of District Marion County)	\$ 22,000	\$ 23,000	\$ 45,000
City of Woodburn	Project 3 Task 2: Weekday and Weekend Fixed Route fareless service	STIF Payroll (Out of District Marion County)	\$ 82,000	\$ 86,000	\$ 168,000
City of Woodburn	Project 4 Task 1: Fixed route transit operations support - Weekdays	STIF Population	\$ 233,068	\$ 233,068	\$ 466,136

PTSP	Project and Task	Type of Fund	FY26 Budget	FY27 Budget	25-27 Biennium Total
City of Woodburn	Project 4 Task 2: Operating support for Demand Response/Dial-a-ride	STIF Population	\$ 77,000	\$ 78,378	\$ 155,378
City of Woodburn	Project 5 Task 1: Maintain fixed route and demand response services	STIF Payroll (Out of District Marion County)	\$ 97,654	\$ 145,411	\$ 243,065
City of Silverton	Project 1: Silver Trolley 5311 match	STIF population	\$ 25,061	\$ 25,061	\$ 50,122
City of Silverton	Project 2: Mobility hub Design and Engineering	STIF Payroll (Out of District Marion County)	\$ -	\$ 126,000	\$ 126,000
City of Silverton	Project 3: Service expansion	STIF Payroll (Out of District Marion County)	\$ 100,000	\$ 100,000	\$ 200,000
West Valley Health	West Valley Connections Van	STIF population	\$ 24,544	\$ 24,544	\$ 49,088
City of Monmouth	MI Trolley (ongoing operations)	STIF Payroll (Out of District Polk County)	\$ 288,698	\$ 303,132	\$ 591,830
City of Monmouth	MI Trolley (ongoing operations)	STIF population	\$ 108,018	\$ 113,419	\$ 221,437
City of Canby DBA Canby Area Transit	99X Woodburn extension	STIF Payroll (Out of District Marion County)	\$ 250,000	\$ 250,000	\$ 500,000
SMART	1x Saturday Service	STIF Payroll (Out of District Marion County)	\$ 30,000	\$ 30,000	\$ 60,000

Subrecipient Project Application 2025-27

For alternative formats / accessibility questions please reach out to: The Regional Transit Coordinator in your region or Brian Roth: brian.roth@odot.oregon.gov

1. Subrecipient Information

Service Provider Name

Salem Area Mass Transit District

Service Provider Contact Name

Peggy Greene

Service Provider Contact Title

Grants Administrator

Service Provider Phone Number

(503) 361-7530

Service Provider Email

peggy.greene@cherriots.org

Service Provider Type

Mass Transit District

Employer Identification Number (EIN)

93-0793128

Service Provider Website

<https://www.cherriots.org/>

2. Qualified Entity representing Subrecipient

Qualified Entity Name

Salem Area Mass Transit District

STIF Plan Contact Name

Peggy Greene

STIF Plan Contact Title

Grants Administrator

STIF Plan Contact Phone Number

(503) 361-7530

STIF Plan Contact Email

peggy.greene@cherriots.org

This email address will receive the completed PTSP Project Template.

End Date of QE STIF Plan

6/30/2027

3. Local Plan Compliance

3.1 Existing Local Plans from which project(s) are derived.

Remember to add more than one plan if you are using a combination of multiple plans to meet this requirement.

Local Plan 1

Local Plan Name

Coordinated Public Transit - Human Services Transportation Plan for Marion and Polk Counties

Governing Body that adopted Local Plan

SAMTD Board of Directors

Plan Adoption Date

3/11/2024

Local Plan Web Address

https://www.cherriots.org/media/doc/Cherriots_Coordinated_Plan_2024.pdf

Upload copy of Local Plan if it's not available on a website.

Cherriots_Coordinated_Plan_2024.pdf

Limit 100 MB

3.2 Local Plan requirements

I agree that the Local Plan(s), either separately or together, contain all of the information required by OAR 732-040-0005(19).

Yes

No, one or more Local Plans are not yet consistent with STIF rule requirements.

4. Projects

4.1 Project Detail Entry

Project 1**Subrecipient or Qualified Entity Name**

Salem Area Mass Transit District

Project Name

Cherriots Local/1X/LIFT

Limit 50 characters

Project Description

This project maintains service hours from the 2023-2025 STIF Plan for Cherriots Local, 1X, and LIFT services. It also continues the Local Youth Zero Fare Program, reserves, and supports expanded holiday service levels. Two tasks, construction of 17 new stops and a comprehensive operational analysis, will be carried forward from the 2023-2025 biennium. Additionally, a new task for Local stop improvements is included. Services supported by this project include Local Extended Weekday, Saturday, Sunday, Holiday, and Route 22; 1X Cherriots Local Commuter Express Weekday; and LIFT Services. Route 22, the newest Local route in SAMTD's system, connects south Salem to Aumsville Highway via Kuebler Blvd. Previously, SAMTD implemented the Local Youth Zero Fare Program, allowing youth ages 0-18 to ride free. The program received a positive response, and SAMTD will continue to offer free rides with this funding. Reserves ensure continuity of operations/services and support capital expenses.

Limit 1000 Characters

Project using planned carry forward funding:

Do you plan to set aside funding that you receive during this biennium to pay for expenses related to this project in a future biennium?

- Yes
- No

Please be aware that you will need to add a new project for each planned carry forward expense. For example, if you intend to use carry forward funds to (1) accumulate sufficient funds for a capital project that costs more than can be funded during a single STIF Formula funding cycle; (2) make bond payments on the acquisition of a capital asset; and (3) pay for a planning expense during the next biennium, you will need to add a project for each of these planned uses of your carry forward funding.

Percent of project budget in district

100%

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service

10%

Maintain Service

90%

Please explain why all or part of this project is maintaining an existing service.

The project maintains services funded by previous STIF plans that have increasing and/or high ridership. SAMTD would not be able to continue these services through the next biennium without this funding. SAMTD also expects an increase in youth ridership due to the Local Youth Zero Fare Program. Improvements or expanded service include Tasks 5, 7, and the portion of Task 1 for increased holiday service levels. These improve/expand tasks represent approx. 4% of the total project budget.

Limit 500 Characters

Local Plan this project is derived from:

31, 36, 56

Multi-Phase Project

Is your project part of a larger multi-phase project?

No

4.1.1 Project Scope

Task 1

Task Description

STIF Local and 1X Cherriots Local Commuter Express services.

1. Maintain Local Weekday and 1X/Cherriots Local Commuter Express Weekday service.
2. Maintain Local Saturday and Sunday service.
3. Maintain Route 22 service. Route 22 was implemented 5/5/2024 connecting south Salem to Aumsville Highway using Kuebler Blvd. The service operates Monday through Friday with 15-minute service mornings and afternoons, and 30-minute service in the evenings. It operates on Saturdays, Sundays, and holidays with 30-minute service throughout the day.
4. Expand holiday service on Cherriots Local. This task will support expanding holiday service levels on Cherriots Local so that they match Saturday's spans and frequencies instead of Sunday levels.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Specify the mode that this task will support.

Fixed Route Demand Response Deviated Fixed Route

Operations Task Category

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$6,761,534.00	\$7,130,608.00			\$13,892,142.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00
Prior Biennia STIF Funds	\$807,989.00	\$0.00			\$807,989.00
Prior Biennia Interest Accrued	\$0.00	\$0.00			\$0.00
	\$7,569,523.00	\$7,130,608.00	\$0.00	\$0.00	\$14,700,131.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in

section 4.1.1.

4.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles	Revenue Hours	Rides
1,220,429	108,283.00	1,006,424

Number of people with access to transit (within ½ mile of transit stop for fixed route)

227,332

Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed route)

27,477

Number of new shared stops with other transit providers (reducing fragmentation in transit services)

0

Is this project supporting student transportation?

Yes

Choose at least one

Operations

- Number of students in grades 9-12 with free or reduced fare transit pass
- Number of students in grades 9-12 attending a school served by transit
- Number of rides provided to students in grades 9-12
- Other

Number of students in grades 9-12 attending a school served by transit

23,132

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Task 2

Task Description

Local Youth Zero Fare Program.

This program allows youth ages 0-18 to ride for free, which reduces barriers and increases access to public transit. This task subsidizes youth fares on all of the Local service. SAMTD anticipates an increase in youth ridership due to this program.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Specify the mode that this task will support.

Fixed Route Demand Response Deviated Fixed Route

Operations Task Category

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for

use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$0.00	\$0.00			\$0.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00
Prior Biennia STIF Funds	\$633,860.00	\$633,860.00			\$1,267,720.00
Prior Biennia Interest Accrued	\$0.00	\$0.00			\$0.00
	\$633,860.00	\$633,860.00	\$0.00	\$0.00	\$1,267,720.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles	Revenue Hours	Rides
5,425,499	445,656.00	1,959,650

Number of people with access to transit (within ½ mile of transit stop for fixed route)

227,332

Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed

route)

27,477

Number of new shared stops with other transit providers (reducing fragmentation in transit services)

0

Is this project supporting student transportation?

Yes

Choose at least one

Operations

- Number of students in grades 9-12 with free or reduced fare transit pass
- Number of students in grades 9-12 attending a school served by transit
- Number of rides provided to students in grades 9-12
- Other

Number of students in grades 9-12 attending a school served by transit

23,132

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Task 3

Task Description

STIF LIFT Service.

This task provides resources that allow SAMTD to provide paratransit service during all hours of local service to meet the requirements of the Americans with Disabilities Act. This includes expanding Cherriots LIFT service to match the new holiday service levels outlined in Task 1.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Specify the mode that this task will support.

- Fixed Route
- Demand Response
- Deviated Fixed Route

Operations Task Category

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$681,293.00	\$681,293.00			\$1,362,586.00

Federal	\$0.00	\$0.00	\$0.00
Other State	\$0.00	\$0.00	\$0.00
Local	\$0.00	\$0.00	\$0.00
Other Funds	\$0.00	\$0.00	\$0.00
Prior Biennia STIF Funds	\$0.00	\$0.00	\$0.00
Prior Biennia Interest Accrued	\$0.00	\$0.00	\$0.00

\$681,293.00 \$681,293.00 \$0.00 \$0.00 \$1,362,586.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles	Revenue Hours	Rides
124,994	13,751.00	22,220

Number of people with access to transit (within ½ mile of transit stop for fixed route)

Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed route)

Number of new shared stops with other transit providers (reducing fragmentation in transit services)

Is this project supporting student transportation?

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Outcome Measure 1

Outcome Measures for Older Adults and People with Disabilities

Revenue Miles	Revenue Hours	Rides
124,994	13,751.00	22,220

Task 4

Task Description

Reserves - Local/LIFT

Reserves will ensure SAMTD's ability to maintain services and cover future cost increases. Reserves will be funded with funds from the prior biennium. The reserves will support Cherrlots Local/1X and LIFT operations, capital needs, and cost increases related to market volatility, supply chain issues, and availability of raw materials.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00

○ Capital 117-00 Other Capital Items (Bus)

Program Reserve Task Category

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$0.00	\$0.00			\$0.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00
Prior Biennia STIF Funds	\$10,582,128.00	\$0.00			\$10,582,128.00
Prior Biennia Interest Accrued	\$0.00	\$0.00			\$0.00
	\$10,582,128.00	\$0.00	\$0.00	\$0.00	\$10,582,128.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Outcome Measure 1

All Project Types

Other Measure

Reserve Funds Created

Number of Units:

1

Task 5

Task Description

Construction of approximately 17 new local stops.

This task includes all costs associated with the construction of new stops and shelters (e.g., preliminary engineering and design, construction, project management, etc.). The new stops will be constructed along Cherrits Local routes 4, 12, 13, and 22. These new stops will be ADA compliant and will support riders with disabilities by expanding the number of stops that can accommodate boarding and alighting with a mobility device. This project supports services for older adults and people with disabilities using Local service, and so the Outcome Measures include the Local revenue miles, hours, and rides.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

By checking this box, I affirm that all projects requesting funds for capital expenses are in compliance with the Capital Asset Requirements outlined in OAR 732-042-0040.

Signs/Shelters Purchase

Signs/Shelters Information

Description	Quantity	Unit Cost	Total Cost
Stop and shelter construction & equipment	17	\$15,000.00	\$255,000.00
Design, engineering, and project management	1	\$85,000.00	\$85,000.00
			\$340,000.00

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$0.00	\$0.00			\$0.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00
Prior Biennia STIF Funds	\$340,000.00	\$0.00			\$340,000.00
Prior Biennia Interest Accrued	\$0.00	\$0.00			\$0.00
	\$340,000.00	\$0.00	\$0.00	\$0.00	\$340,000.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Outcome Measure 1

Outcome Measures for Older Adults and People with Disabilities

Revenue Miles

1,220,429

Revenue Hours

108,283.00

Rides

1,006,424

Other Measure

Stops Added

Number of Units:

17

Task 6

Task Description

Comprehensive Operational Analysis.

SAMTD will hire a consultant to examine and evaluate our transit system as a whole to determine where improvements can be made to make our operations more effective and efficient.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Planning Task Category

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$0.00	\$0.00			\$0.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00
Prior Biennia STIF Funds	\$250,000.00	\$0.00			\$250,000.00
Prior Biennia Interest Accrued	\$0.00	\$0.00			\$0.00
	\$250,000.00	\$0.00	\$0.00	\$0.00	\$250,000.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Outcome Measure 1

All Project Types

Other Measure

Plans Created

Number of Units:

1

Task 7

Task Description

Local Bus Stop Improvements

This task includes all costs associated with improving amenities and accessibility at existing Cherriots Local stops (e.g., preliminary engineering and design, construction, project management, shelter, bench, and simme-seat or equivalent, etc.). These stop improvements would take place at existing Cherriots Local bus stops within the UGB. All improvements will be ADA compliant and will support riders with disabilities by expanding the number of stops that can accommodate boarding, alighting, and waiting with a mobility device. This project supports services for older adults and people with disabilities using Local service, and so the Outcome Measures include the Local revenue miles, hours, and rides.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase

- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

By checking this box, I affirm that all projects requesting funds for capital expenses are in compliance with the Capital Asset Requirements outlined in OAR 732-042-0040.

Signs/Shelters Purchase

Signs/Shelters Information

Description	Quantity	Unit Cost	Total Cost
Bus Stop Improvements	30	\$15,000.00	\$450,000.00
Design, engineering, and project management	1	\$150,000.00	\$150,000.00
			\$600,000.00

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
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STIF Population Funds	\$0.00	\$0.00	\$0.00
STIF Payroll Funds	\$0.00	\$0.00	\$0.00
Federal	\$0.00	\$0.00	\$0.00
Other State	\$0.00	\$0.00	\$0.00
Local	\$0.00	\$0.00	\$0.00
Other Funds	\$0.00	\$0.00	\$0.00
Prior Biennia STIF Funds	\$300,000.00	\$300,000.00	\$600,000.00
Prior Biennia Interest Accrued	\$0.00	\$0.00	\$0.00
	\$300,000.00	\$300,000.00	\$0.00
			\$0.00
			\$600,000.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Outcome Measure 1

Outcome Measures for Older Adults and People with Disabilities

Revenue Miles	Revenue Hours	Rides
1,220,429	108,283.00	1,006,424

Other Measure

Capital Improvements Completed

Number of Units:

30

4.2 Allocation of STIF funds by project

Please identify what percentage of this STIF project budget is allocated to each of the criteria listed below by fiscal year.

Note: More information about requirements for criterion #7 can be found in [OAR 732-042-0015\(3\)\(j\)](#). More information about requirements for criterion #8 can be found in [OAR 732-042-0010\(1\)\(a\)](#).

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between public transportation service providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.
8. Services for older adults and people with disabilities.

FY 2026 STIF Total	FY 2027 STIF Total	FY 2028 STIF Total	FY 2029 STIF Total
\$20,356,804.00	\$8,745,761.00	\$0.00	\$0.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply to this project, fill in with zeros. Do not add or remove any criteria from the table.

Criterion	FY 2026	FY 2027	FY 2028	FY 2029
Criterion 1	5%	5%		
Criterion 2	0%	0%		

Criterion 3	10%	10%
Criterion 4	0%	0%
Criterion 5	0%	0%
Criterion 6	15%	15%
Criterion 7	60%	60%
Criterion 8	10%	10%

100.00% 100.00% 0.00% 0.00%

4.3 Oregon Public Transportation Plan Goals

Select at least one goal.

For more information about these goals, please refer to page eight of the [Oregon Public Transportation Plan](#).

Select the OPTP goals that apply to your STIF Plan Projects.

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 8: Land Use
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

Project Name

Cherriots Local/1X/LIFT

Subrecipient Project Total	Amount in District	Amount out of District
\$29,102,565.00	\$29,102,565.00	\$0.00
<i>Includes Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>		

FY 2026 STIF Project Total	FY 2027 STIF Project Total
\$20,356,804.00	\$8,745,761.00

*Includes Prior Biennia
STIF Funds and Prior
Biennia Interest
Accrued (FY 23-25)*

*Includes Prior Biennia
STIF Funds and Prior
Biennia Interest
Accrued (FY 23-25)*

Funds Supporting Student Transportation

**FY 2026 STIF Funds
supporting student
transportation**
\$12,214,082.40

**FY 2027 STIF Funds
supporting student
transportation**
\$5,247,456.60

**FY 2026 percent of STIF
Funds supporting
student transportation**
60%

**FY 2027 percent of
STIF Funds supporting
student transportation**
60%

Funds Supporting Older and Disabled Persons Transportation

**FY 2026 STIF Funds
supporting older and
disabled persons
transportation**
\$2,035,680.40

**FY 2027 STIF Funds
supporting older and
disabled persons
transportation**
\$874,576.10

**FY 2026 percent of STIF
Funds supporting older
and disabled persons
transportation**
10%

**FY 2027 percent of
STIF Funds
supporting older and
disabled persons
transportation**
10%

Funds from Previous Biennia

**FY 2026 STIF Funds
From Previous Cycle**
\$12,913,977.00

**FY 2027 STIF Funds
From Previous Cycle**
\$933,860.00

*The total of Prior Biennia
STIF Funds and Prior
Biennia Interest
Accrued (FY 23-25)*

*The total of Prior Biennia
STIF Funds and Prior
Biennia Interest
Accrued (FY 23-25)*

Project 2

Subrecipient or Qualified Entity Name

Salem Area Mass Transit District

Project Name

Regional

Limit 50 characters

Project Description

This project maintains service levels for Cherrlots Regional, the Regional Youth Zero Fare Program, reserves, a fare unification program, and personnel costs to maintain all Cherrlots Regional stops and shelters from the 2023-2025 STIF Plan. In addition, this project will support expanding holiday service levels on Cherrlots Regional so that they match Saturday's spans and frequencies instead of Sunday's. The Cherrlots Regional Youth Zero Fare Program allows all youth ages 0-18 to ride for free. The fare unification will reduce Cherrlots Regional fares to match Local fares. Reserves ensure continuity of services and support for capital expenses.

Limit 1000 Characters

Project using planned carry forward funding:

Do you plan to set aside funding that you receive during this biennium to pay for expenses related to this project in a future biennium?

- Yes
- No

Please be aware that you will need to add a new project for each planned carry forward expense. For example, if you intend to use carry forward funds to (1) accumulate sufficient funds for a capital project that costs more than can be funded during a single STIF Formula funding cycle; (2) make bond payments on the acquisition of a capital asset; and (3) pay for a planning expense during the next biennium, you will need to add a project for each of these planned uses of your carry forward funding.

Percent of project budget in district

0%

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service

10%

Maintain Service

90%

Please explain why all or part of this project is maintaining an existing service.

The project maintains Regional services funded by the 2023-2025 STIF plan which has high ridership that continues to increase. SAMTD would not be able to continue these services through the next biennium without this funding. SAMTD expects an increase in youth ridership for these services due to the Regional Youth Zero Fare Program, fare unification, and expanded holiday service tasks. Improve/expand is less than 10% but no other option is allowed in the dropdown menu above.

Limit 500 Characters

Local Plan this project is derived from:

31, 36, 56

Multi-Phase Project

Is your project part of a larger multi-phase project?

No

4.1.1 Project Scope

Task 1

Task Description

Cherriots STIF Regional Fixed Route Service.

Maintain the Cherriots Regional fixed route service that was expanded in the 2021-2023 biennium, which provided additional service on weekdays and Saturdays. In addition, this project will support expanding holiday service levels on Cherriots Regional so that they match Saturday's spans and frequencies instead of Sunday's.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Specify the mode that this task will support.

Fixed Route Demand Response Deviated Fixed Route

Operations Task Category

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$842,158.00	\$851,536.00			\$1,693,694.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00
Prior Biennia STIF Funds	\$0.00	\$0.00			\$0.00
Prior Biennia Interest Accrued	\$0.00	\$0.00			\$0.00
	\$842,158.00	\$851,536.00	\$0.00	\$0.00	\$1,693,694.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles	Revenue Hours	Rides
371,012	14,887.00	77,158

Number of people with access to transit (within ½ mile of transit stop for fixed route)
82,561

Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed route)
11,068

Number of new shared stops with other transit providers (reducing fragmentation in transit services)
0

Is this project supporting student transportation?
Yes

Choose at least one

Operations

- Number of students in grades 9-12 with free or reduced fare transit pass
- Number of students in grades 9-12 attending a school served by transit
- Number of rides provided to students in grades 9-12
- Other

Number of students in grades 9-12 attending a school served by transit
23,132

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Outcome Measure 1

Outcome Measures for Older Adults and People with Disabilities

Revenue Miles	Revenue Hours	Rides
---------------	---------------	-------

371,012

14,887.00

77,158

Task 2

Task Description

Regional Stop and Shelter Facilities Preventive Maintenance.

This task supports personnel and supply costs to maintain all Cherriots Regional stops and shelters. Maintenance activities include cleaning, minor landscaping, and other tasks to ensure stops and shelters remain in a state of good repair. There was not a clear outcome measure to select for this task so FTE added was chosen. This task does not add any new FTEs, it provides funding for a portion of a FTE who preforms the work described in this task in addition to other responsibilities. The funding in this task would support approximately 0.75 FTEs per year.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Preventive Maintenance Task

Category

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$100,000.00	\$100,000.00			\$200,000.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00
Prior Biennia STIF Funds	\$0.00	\$0.00			\$0.00
Prior Biennia Interest Accrued	\$0.00	\$0.00			\$0.00
	\$100,000.00	\$100,000.00	\$0.00	\$0.00	\$200,000.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of

funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Outcome Measure 1

All Project Types

Other Measure

FTEs/Contractors Added

Number of Units:

.75

Task 3

Task Description

Regional Youth Zero Fare Program.

This program allows youth, ages 0-18, to ride for free which reduces barriers, increases access to public transit, and has the potential to increase ridership. This task subsidizes youth fares on Regional service.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

Communications 44.26.14

Equipment Purchase

Facility Purchase

Mobility Management 11.7L.00

Operations 30.09.00 (State Operating Assistance)

- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Specify the mode that this task will support.

- Fixed Route Demand Response Deviated Fixed Route

Operations Task Category

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$40,000.00	\$45,000.00			\$85,000.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00

Prior Biennia
STIF Funds

\$0.00

\$0.00

\$0.00

Prior Biennia
Interest
Accrued

\$0.00

\$0.00

\$0.00

\$40,000.00

\$45,000.00

\$0.00

\$0.00

\$85,000.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles

1,040,612

Revenue Hours

52,240.00

Rides

235,294

Number of people with access to transit (within ½ mile of transit stop for fixed route)

82,561

Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed route)

11,068

Number of new shared stops with other transit providers (reducing fragmentation in transit services)

0

Is this project supporting student transportation?

Yes

Choose at least one

Operations

- Number of students in grades 9-12 with free or reduced fare transit pass
- Number of students in grades 9-12 attending a school served by transit
- Number of rides provided to students in grades 9-12
- Other

Number of students in grades 9-12 attending a school served by transit

23,132

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Task 4

Task Description

Reserves - Regional

These reserves will ensure SAMTD's ability to maintain Regional services and cover cost increases. Reserves will be funded with funds from the prior biennium. The reserves will support Cherriot's Regional operations and capital needs, including bus procurement, addressing uncertainties such as cost increases related to market volatility, supply chain issues, and availability of raw materials.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Program Reserve Task Category

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$981,887.00	\$1,123,865.00			\$2,105,752.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00
Prior Biennia STIF Funds	\$2,771,916.00	\$0.00			\$2,771,916.00
Prior Biennia Interest Accrued	\$43,707.00	\$0.00			\$43,707.00
	\$3,797,510.00	\$1,123,865.00	\$0.00	\$0.00	\$4,921,375.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in

section 4.1.1.

4.1.3 Outcome Measures

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Outcome Measure 1

All Project Types

Other Measure

Reserve Funds Created

Number of Units:

1

Task 5

Task Description

Regional Fare Unification.

This task subsidizes a portion of the Regional fares so that they are equal to Local fares for all passengers. This reduces barriers to transportation and has the potential to increase ridership.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

Communications 44.26.14

Equipment Purchase

Facility Purchase

Mobility Management 11.7L.00

Operations 30.09.00 (State Operating Assistance)

Planning 44.20.00

- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Specify the mode that this task will support.

- Fixed Route
- Demand Response
- Deviated Fixed Route

Operations Task Category

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$102,730.00	\$102,730.00			\$205,460.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00

Prior Biennia
STIF Funds

\$0.00

\$0.00

\$0.00

Prior Biennia
Interest
Accrued

\$0.00

\$0.00

\$0.00

\$102,730.00

\$102,730.00

\$0.00

\$0.00

\$205,460.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles

1,040,612

Revenue Hours

52,240.00

Rides

235,294

Number of people with access to transit (within 1/2 mile of transit stop for fixed route)

82,561

Number of Low-Income Households with access to transit (within 1/2 mile of transit stop for fixed route)

11,068

Number of new shared stops with other transit providers (reducing fragmentation in transit services)

0

Is this project supporting student transportation?

No

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

4.2 Allocation of STIF funds by project

Please identify what percentage of this STIF project budget is allocated to each of the criteria listed below by fiscal year.

Note: More information about requirements for criterion #7 can be found in [OAR 732-042-0015\(3\)\(j\)](#). More information about requirements for criterion #8 can be found in [OAR 732-042-](#)

[0010\(1\)\(a\).](#)

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity’s service area.
6. Coordination between public transportation service providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.
8. Services for older adults and people with disabilities.

FY 2026 STIF Total	FY 2027 STIF Total	FY 2028 STIF Total	FY 2029 STIF Total
\$4,882,398.00	\$2,223,131.00	\$0.00	\$0.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply to this project, fill in with zeros. Do not add or remove any criteria from the table.

Criterion	FY 2026	FY 2027	FY 2028	FY 2029
Criterion 1	0%	0%		
Criterion 2	0%	0%		
Criterion 3	7%	7%		
Criterion 4	0%	0%		
Criterion 5	14%	14%		
Criterion 6	1%	1%		

Criterion 7	40%	40%		
Criterion 8	38%	38%		
	100.00%	100.00%	0.00%	0.00%

4.3 Oregon Public Transportation Plan Goals

Select at least one goal.

For more information about these goals, please refer to page eight of the [Oregon Public Transportation Plan](#).

Select the OPTP goals that apply to your STIF Plan Projects.

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 8: Land Use
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

Project Name
Regional

Subrecipient Project Total	Amount in District	Amount out of District
\$7,105,529.00	\$0.00	\$7,105,529.00

Includes Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

FY 2026 STIF Project Total	FY 2027 STIF Project Total
\$4,882,398.00	\$2,223,131.00
<i>Includes Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>	<i>Includes Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>

Funds Supporting Student Transportation

FY 2026 STIF Funds **FY 2027 STIF Funds**

supporting student transportation
\$1,952,959.20

supporting student transportation
\$889,252.40

FY 2026 percent of STIF Funds supporting student transportation
40%

FY 2027 percent of STIF Funds supporting student transportation
40%

Funds Supporting Older and Disabled Persons Transportation

FY 2026 STIF Funds supporting older and disabled persons transportation
\$1,855,311.24

FY 2027 STIF Funds supporting older and disabled persons transportation
\$844,789.78

FY 2026 percent of STIF Funds supporting older and disabled persons transportation
38%

FY 2027 percent of STIF Funds supporting older and disabled persons transportation
38%

Funds from Previous Biennia

FY 2026 STIF Funds From Previous Cycle
\$2,815,623.00

FY 2027 STIF Funds From Previous Cycle
\$0.00

The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

Project 3

Subrecipient or Qualified Entity Name

Salem Area Mass Transit District

Project Name

Population-based Funded Projects

Limit 50 characters

Project Description

This project continues funding for tasks that were traditionally funded using population-based funds including both operational costs and match for Mobility Management, Cherriots Regional, Shop & Ride, and LIFT as well as SAMTD's administrative costs for managing these services. These funds ensure transit services for seniors and individuals with disabilities throughout SAMTD's service areas. Operating costs include call center, preventive maintenance, purchase of services, fuel, staff time, marketing, and printing. The matching portion will be used for ODOT 5310 and 5311, and FTA 5310 and 5307 ADA grants.

Limit 1000 Characters

Project using planned carry forward funding:

Do you plan to set aside funding that you receive during this biennium to pay for expenses related to this project in a future biennium?

- Yes
- No

Please be aware that you will need to add a new project for each planned carry forward expense. For example, if you intend to use carry forward funds to (1) accumulate sufficient funds for a capital project that costs more than can be funded during a single STIF Formula funding cycle; (2) make bond payments on the acquisition of a capital asset; and (3) pay for a planning expense during the next biennium, you will need to add a project for each of these planned uses of your carry forward funding.

Percent of project budget in district

50%

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service

0%

Maintain Service

100%

Please explain why all or part of this project is maintaining an existing service.

This project continues funding for tasks that were traditionally funded using population-based funds. SAMTD would not be able to continue these services through the next biennium without this funding.

Limit 500 Characters

Local Plan this project is derived from:

31, 36, 37, 38, 56

Multi-Phase Project

Is your project part of a larger multi-phase project?

No

4.1.1 Project Scope

Task 1

Task Description

Administration - Administrative costs to manage the program.

This task provides resources for SAMTD to monitor, manage, and evaluate PTSPs in order to effectively serve as the QE. There is no clear outcome measure to select for this task. FTE added was selected as it is the closest measure available. The total funding amount represents 2% of the total cost of a FTE.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Project Administration Task Category

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$2,000.00	\$2,000.00			\$4,000.00
STIF Payroll Funds	\$0.00	\$0.00			\$0.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00
Prior Biennia STIF Funds	\$0.00	\$0.00			\$0.00
Prior Biennia Interest Accrued	\$0.00	\$0.00			\$0.00
	\$2,000.00	\$2,000.00	\$0.00	\$0.00	\$4,000.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Outcome Measure 1

All Project Types

Other Measure

FTEs/Contractors Added

Number of Units:

.02

Task 2

Task Description

Mobility Management - operational costs and match.

This task provides funding for the portion of operational costs of the Mobility Management Program that was traditionally funded with population-based STF funds. Approximately \$22,325 of STIF population-based funds will be used for match for the ODOT 5310 grant. This will support mobility management travel training and operational costs. The Mobility Management Program is an approach for managing and delivering coordinated transportation services to customers, including seniors, people with disabilities, and individuals with lower incomes. As part of the Mobility Management Program, the mobility coordinator attends community meetings in the 16 surrounding rural communities which are served by Cherriot's Regional as well as urban communities in order to educate community partners on public transportation services and programs. This helps to ensure that duplication is minimized and that access and utilization are maximized. SAMTD also collaborates with Marion County to provide LIFT services for rehabilitation and work programs for individuals with disabilities.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

Communications 44.26.14

Equipment Purchase

- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Mobility Management Task Category

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$11,162.00	\$11,163.00			\$22,325.00
STIF Payroll Funds	\$0.00	\$0.00			\$0.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$97,530.00	\$97,529.00			\$195,059.00

Local	\$0.00	\$0.00	\$0.00
Other Funds	\$0.00	\$0.00	\$0.00
Prior Biennia STIF Funds	\$0.00	\$0.00	\$0.00
Prior Biennia Interest Accrued	\$0.00	\$0.00	\$0.00

\$108,692.00 \$108,692.00 \$0.00 \$0.00 \$217,384.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Outcome Measure 1

Operations - Mobility Management

Number of individuals that received transit training

300

Number of individuals that are served by a coordinated demand response call center

12,061

Outcome Measures for Older Adults and People with Disabilities

Revenue Miles

995,584

Revenue Hours

79,302.00

Rides

157,476

Task 3

Task Description

Regional - operational costs and match.

This task provides funding for the portion of operational costs of the Regional service that was traditionally funded with population-based STF funds. STIF population-based funds will be used as match for the anticipated ODOT 5310 and 5311 grants. The match amount for ODOT 5310 is approximately \$191,260 and the amount for ODOT 5311 is approximately \$580,888. The remaining \$361,510 will be used for operational costs not supported by any other funding. Cherriots Regional provides service to 16 rural areas surrounding Salem and Keizer in Marion, Polk, and a small portion of Linn counties. This service allows seniors and individuals with disabilities in these areas to access medical services, education, employment, shopping, and recreational opportunities in and around their communities. The cities of Dallas and Woodburn which have the largest concentrations of seniors in Marion and Polk counties are served by Cherriots Regional. There are two routes serving Dallas and two routes serving Woodburn to increase transit options for seniors and individuals with disabilities. All Regional vehicles are ADA-accessible, seat between 14 and 35 people and are capable of carrying up to two mobility devices. Seniors and individuals with disabilities receive reduced fares and are only charged half of the full fare. Many seniors and individuals with disabilities who live outside of the Cherriots LIFT (the complementary ADA paratransit service) service area use Cherriots Regional to access the Cherriots LIFT service area.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00

- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Specify the mode that this task will support.

- Fixed Route
- Demand Response
- Deviated Fixed Route

Operations Task Category

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$566,829.00	\$566,829.00			\$1,133,658.00
STIF Payroll Funds	\$0.00	\$0.00			\$0.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$1,244,698.00	\$1,244,698.00			\$2,489,396.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00
Prior Biennia STIF Funds	\$0.00	\$0.00			\$0.00

Prior Biennia
Interest
Accrued

\$0.00

\$0.00

\$0.00

\$1,811,527.00

\$1,811,527.00

\$0.00

\$0.00

\$3,623,054.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles

1,040,612

Revenue Hours

52,240.00

Rides

235,294

Number of people with access to transit (within ½ mile of transit stop for fixed route)

82,561

Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed route)

11,068

Number of new shared stops with other transit providers (reducing fragmentation in transit services)

0

Is this project supporting student transportation?

Yes

Choose at least one

Operations

Number of students in grades 9-12 with free or reduced fare transit pass

Number of students in grades 9-12 attending a school served by transit

Number of rides provided to students in grades 9-12

Other

Number of students in grades 9-12 attending a school served by transit

23,132

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Outcome Measure 1

Outcome Measures for Older Adults and People with Disabilities

Revenue Miles	Revenue Hours	Rides
1,040,612	52,240.00	235,294

Task 4

Task Description

Shop & Ride Operations - operational costs and match.

This task provides funding for the portion of operational costs of the Shop & Ride service that was traditionally funded with population-based STF funds. This task will fund match for ODOT and FTA 5310, and approximately \$151,387 of operational costs such as fuel, payroll, and other operating costs not supported by any other funding. Cherriots Shop and Ride is specifically for seniors and individuals with disabilities within the Salem-Keizer urban growth boundary. Riders are picked up from their homes and taken to any destination within the Salem-Keizer urban growth boundary. All buses are ADA-accessible and can accommodate mobility devices. There is no application required. Service is available Monday through Friday 8:00 am - 5:15 pm and medical appointments are given priority. Trips are booked through the Cherriots call center and can be booked up to 14 days in advance.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00

- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Specify the mode that this task will support.

- Fixed Route
- Demand Response
- Deviated Fixed Route

Operations Task Category

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$137,463.00	\$137,463.00			\$274,926.00
STIF Payroll Funds	\$0.00	\$0.00			\$0.00
Federal	\$223,389.00	\$223,389.00			\$446,778.00
Other State	\$51,742.00	\$51,742.00			\$103,484.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00

Prior Biennia
STIF Funds

\$0.00

\$0.00

\$0.00

Prior Biennia
Interest
Accrued

\$0.00

\$0.00

\$0.00

\$412,594.00

\$412,594.00

\$0.00

\$0.00

\$825,188.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles

63,676

Revenue Hours

5,987.00

Rides

16,047

Number of people with access to transit (within 1/2 mile of transit stop for fixed route)

227,332

Number of Low-Income Households with access to transit (within 1/2 mile of transit stop for fixed route)

27,477

Number of new shared stops with other transit providers (reducing fragmentation in transit services)

0

Is this project supporting student transportation?

No

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Outcome Measure 1

Outcome Measures for Older Adults and People with Disabilities

Revenue Miles

63,676

Revenue Hours

5,987.00

Rides

16,047

Task 5

Task Description

LIFT Operations - operational costs and match.

This task provides funding for the portion of operational costs of the Cherriots LIFT service that was traditionally funded with population-based STF funds. This task will fund match for ODOT and FTA 5310, and other operating costs not supported by any other funding. Cherriots LIFT is an origin-to-destination, shared-ride, complementary paratransit transportation service for individuals who are unable to use the Cherriots Local bus service because of their functional ability. Cherriots LIFT service covers all locations within the Salem-Keizer urban growth boundary. Individuals can qualify for Cherriots LIFT for some or all of their trips. A three-step application process to determine eligibility is required: Application, medical questionnaire, and in-person functional assessment. Depending on eligibility, some rides may be accessible on Cherriots Local. Choosing Cherriots Local for some trips does not affect Cherriots LIFT eligibility. Cherriots LIFT uses a variety of accessible vehicles in its fleet with lifts and ramps to provide service. Several passengers share the vehicle, and the vehicle may stop and travel in other directions during any passenger's trip to accommodate other trip requests. Travel time may vary, depending on trip distance and the stops made to accommodate other riders during the trip. Cherriots Local and Cherriots LIFT operate the same hours and days of the week. Reservations are required. Passengers may choose to have their trip scheduled based on either the time they wish to be picked up or the time they wish to arrive at their destination. Cherriots LIFT rides are scheduled by reservation with the Cherriots call center. Eligible riders may bring a personal care attendant (PCA) with them on their trip. A PCA rides free of charge. Riders may bring one companion in addition to a PCA if space is available. Companions pay the regular Cherriots LIFT fare. LIFT drivers assist riders in boarding and disembarking the Cherriots LIFT vehicle as needed. This includes assistance with moving and securing mobility devices. Cherriots LIFT is currently operated Monday-Friday from 5:30 am to 11:30 pm, Saturdays from 6:00 am to 10:00 pm, and Sundays from 7:00 am to 8:30 pm. Customers can schedule a trip up to two weeks in advance and at least 24 hours in advance by calling the Cherriots Call Center. The Cherriots Call Center operates Monday-Friday 6:00 am-6:00 pm and Saturday-Sunday 8:00 am-4:00 pm.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Specify the mode that this task will support.

- Fixed Route
- Demand Response
- Deviated Fixed Route

Operations Task Category

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$344,147.00	\$344,148.00			\$688,295.00
STIF Payroll Funds	\$0.00	\$0.00			\$0.00
Federal	\$583,674.00	\$583,674.00			\$1,167,348.00

Other State	\$11,088.00	\$11,088.00		\$22,176.00
Local	\$0.00	\$0.00		\$0.00
Other Funds	\$0.00	\$0.00		\$0.00
Prior Biennia STIF Funds	\$0.00	\$0.00		\$0.00
Prior Biennia Interest Accrued	\$0.00	\$0.00		\$0.00
<hr/>				
	\$938,909.00	\$938,910.00	\$0.00	\$0.00 \$1,877,819.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles	Revenue Hours	Rides
995,584	79,302.00	157,476

Number of people with access to transit (within 1/2 mile of transit stop for fixed route)
227,332

Number of Low-Income Households with access to transit (within 1/2 mile of transit stop for fixed route)
27,477

Number of new shared stops with other transit providers (reducing fragmentation in transit services)
0

Is this project supporting student transportation?
No

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Outcome Measure 1

Outcome Measures for Older Adults and People with Disabilities

Revenue Miles	Revenue Hours	Rides
995,584	79,302.00	157,476

4.2 Allocation of STIF funds by project

Please identify what percentage of this STIF project budget is allocated to each of the criteria listed below by fiscal year.

Note: More information about requirements for criterion #7 can be found in [OAR 732-042-0015\(3\)\(j\)](#). More information about requirements for criterion #8 can be found in [OAR 732-042-0010\(1\)\(a\)](#).

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between public transportation service providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.
8. Services for older adults and people with disabilities.

FY 2026 STIF Total	FY 2027 STIF Total	FY 2028 STIF Total	FY 2029 STIF Total
\$1,061,601.00	\$1,061,603.00	\$0.00	\$0.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply to this project, fill in with zeros. Do not add or remove any criteria from the table.

Criterion	FY 2026	FY 2027	FY 2028	FY 2029
Criterion 1	0%	0%		

Criterion 2	0%	0%
Criterion 3	0%	0%
Criterion 4	0%	0%
Criterion 5	3%	3%
Criterion 6	2%	2%
Criterion 7	5%	5%
Criterion 8	90%	90%

100.00% 100.00% 0.00% 0.00%

4.3 Oregon Public Transportation Plan Goals

Select at least one goal.

For more information about these goals, please refer to page eight of the [Oregon Public Transportation Plan](#).

Select the OPTP goals that apply to your STIF Plan Projects.

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 8: Land Use
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

Project Name

Population-based Funded Projects

Subrecipient Project Total	Amount in District	Amount out of District
\$2,123,204.00	\$1,061,602.00	\$1,061,602.00
<i>Includes Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>		

FY 2026 STIF Project Total
\$1,061,601.00
Includes Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

FY 2027 STIF Project Total
\$1,061,603.00
Includes Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

Funds Supporting Student Transportation

FY 2026 STIF Funds supporting student transportation
\$53,080.05

FY 2027 STIF Funds supporting student transportation
\$53,080.15

FY 2026 percent of STIF Funds supporting student transportation
5%

FY 2027 percent of STIF Funds supporting student transportation
5%

Funds Supporting Older and Disabled Persons Transportation

FY 2026 STIF Funds supporting older and disabled persons transportation
\$955,440.90

FY 2027 STIF Funds supporting older and disabled persons transportation
\$955,442.70

FY 2026 percent of STIF Funds supporting older and disabled persons transportation
90%

FY 2027 percent of STIF Funds supporting older and disabled persons transportation
90%

Funds from Previous Biennia

FY 2026 STIF Funds From Previous Cycle
\$0.00
The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

FY 2027 STIF Funds From Previous Cycle
\$0.00
The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

Project 4

Subrecipient or Qualified Entity Name

Salem Area Mass Transit District

Project Name

South Salem Transit Center

Limit 50 characters

Project Description

This project provides funding to support the development of the new South Salem Transit Center (SSTC), including costs associated with the procurement of land and construction of the SSTC. Funds could also be used as match for grants for the SSTC. The SSTC will provide a mobility hub for improved transit service, transfer points, and accommodations for micro transit and micro-mobility options in south Salem. This expanded accommodation of services will create a hub for transit access in south Salem, improving equitable access and mobility for users. The SSTC will also expand options for regional connectivity. SAMTD has completed the site selection process; the preferred site is on the northeast corner of Commercial St SE and Wiltsey Rd SE.

Limit 1000 Characters

Project using planned carry forward funding:

Do you plan to set aside funding that you receive during this biennium to pay for expenses related to this project in a future biennium?

- Yes
- No

Please be aware that you will need to add a new project for each planned carry forward expense. For example, if you intend to use carry forward funds to (1) accumulate sufficient funds for a capital project that costs more than can be funded during a single STIF Formula funding cycle; (2) make bond payments on the acquisition of a capital asset; and (3) pay for a planning expense during the next biennium, you will need to add a project for each of these planned uses of your carry forward funding.

Percent of project budget in district

100%

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service

100%

Maintain Service

0%

Local Plan this project is derived from:

53, 56

Multi-Phase Project

Is your project part of a larger multi-phase project?

Project Timeline

2020-2027

Yes

2021-2026

Total Project Budget (All Phases)

\$13,063,137.00

Other Planned Funding Sources

STIF Federal Other State Local

Phase represented in current STIF Plan

Land acquisition through initial construction

Example: This is phase one of the project, which includes service start up and service element refinement.

Limit 200 Characters

4.1.1 Project Scope

Task 1

Task Description

SSTC Land Acquisition.
This task includes all costs associated with procuring land such as land acquisition, title fees, appraisals, or other land acquisition activities for the South Salem Transit Center. Funds could also be used as a match for grants for the SSTC. There was no clear outcome measure to select for this task. Capital Improvements Completed was selected, the unit number entered was 1. This task funds land acquisition and no capital improvement will be completed as a result of this task.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00

- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

117-00 Other Capital Items Activity Type

- Third Party Contracts 11.71
- Force Accounts 11.72
- Real Estate (R/W) 11.75
- Real Estate (Other) 11.76

Real Estate (Other) 11.76 Activity Detail

- 11.76.91 Acquisition
- 11.76.92 Relocation (Actual)
- 11.76.93 Demolition
- 11.76.94 Appraisal
- 11.76.95 Utility Relocation
- 11.76.96 Construction
- 11.76.97 Rehabilitation
- 11.76.98 Lease

Other Capital Items Task Category

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$0.00	\$0.00			\$0.00

Federal	\$711,603.00	\$0.00	\$711,603.00
Other State	\$600,000.00	\$0.00	\$600,000.00
Local	\$327,901.00	\$0.00	\$327,901.00
Other Funds	\$0.00	\$0.00	\$0.00
Prior Biennia STIF Funds	\$2,500,000.00	\$0.00	\$2,500,000.00
Prior Biennia Interest Accrued	\$0.00	\$0.00	\$0.00
	\$4,139,504.00	\$0.00	\$4,139,504.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Outcome Measure 1

All Project Types

Other Measure

Capital Improvements Completed

Number of Units:

1

Task 2

Task Description

SSTC Construction.

This task provides funding for costs associated with property development, site improvements, design/engineering, construction, infrastructure, permitting, and inspection. Funds could also be used as a match for grants for the SSTC. SAMTD is actively applying for funding for construction and does not have additional funds identified at this time.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

117-00 Other Capital Items Activity Type

- Third Party Contracts 11.71
- Force Accounts 11.72
- Real Estate (R/W) 11.75
- Real Estate (Other) 11.76

Real Estate (Other) 11.76 Activity Detail

- 11.76.91 Acquisition
- 11.76.92 Relocation (Actual)
- 11.76.93 Demolition
- 11.76.94 Appraisal
- 11.76.95 Utility Relocation
- 11.76.96 Construction
- 11.76.97 Rehabilitation
- 11.76.98 Lease

Other Capital Items Task Category

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$0.00	\$0.00			\$0.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00
Prior Biennia STIF Funds	\$1,000,000.00	\$0.00			\$1,000,000.00
Prior Biennia Interest Accrued	\$2,425,365.00	\$0.00			\$2,425,365.00
	\$3,425,365.00	\$0.00	\$0.00	\$0.00	\$3,425,365.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in

section 4.1.1.

4.1.3 Outcome Measures

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Outcome Measure 1

All Project Types

Other Measure

Capital Improvements Completed

Number of Units:

1

4.2 Allocation of STIF funds by project

Please identify what percentage of this STIF project budget is allocated to each of the criteria listed below by fiscal year.

Note: More information about requirements for criterion #7 can be found in [OAR 732-042-0015\(3\)\(j\)](#). More information about requirements for criterion #8 can be found in [OAR 732-042-0010\(1\)\(a\)](#).

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between public transportation service providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.
8. Services for older adults and people with disabilities.

FY 2026 STIF Total

FY 2027 STIF Total

FY 2028 STIF Total

FY 2029 STIF Total

\$5,925,365.00

\$0.00

\$0.00

\$0.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply to this project, fill in with zeros. Do not add or remove any criteria from the table.

Criterion	FY 2026	FY 2027	FY 2028	FY 2029
Criterion 1	30%	0%		
Criterion 2	35%	0%		
Criterion 3	0%	0%		
Criterion 4	0%	0%		
Criterion 5	30%	0%		
Criterion 6	5%	0%		
Criterion 7	0%	0%		
Criterion 8	0%	0%		
	100.00%	0.00%	0.00%	0.00%

4.3 Oregon Public Transportation Plan Goals

Select at least one goal.

For more information about these goals, please refer to page eight of the [Oregon Public Transportation Plan](#).

Select the OPTP goals that apply to your STIF Plan Projects.

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 8: Land Use
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

Project Name

South Salem Transit Center

Subrecipient Project Total	Amount in District	Amount out of District
\$5,925,365.00	\$5,925,365.00	\$0.00
<i>Includes Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>		

FY 2026 STIF Project Total	FY 2027 STIF Project Total
\$5,925,365.00	\$0.00
<i>Includes Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>	

Funds Supporting Student Transportation

FY 2026 STIF Funds supporting student transportation	FY 2027 STIF Funds supporting student transportation
\$0.00	\$0.00

FY 2026 percent of STIF Funds supporting student transportation
0%

Funds Supporting Older and Disabled Persons Transportation

FY 2026 STIF Funds supporting older and disabled persons transportation	FY 2027 STIF Funds supporting older and disabled persons transportation
\$0.00	\$0.00

FY 2026 percent of STIF Funds supporting older and disabled persons transportation
0%

Funds from Previous Biennia

<p>FY 2026 STIF Funds From Previous Cycle \$5,925,365.00 <i>The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i></p>	<p>FY 2027 STIF Funds From Previous Cycle \$0.00 <i>The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i></p>
--	--

5. All Projects Totals

<p>Subrecipient Projects Grand Total \$44,256,663.00 Subrecipient Projects Grand Total: <i>Includes Subrecipient Projects Total, as well as Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i></p>	<p>Planned Carried Forward \$0.00 Planned Carry Forward Total: <i>The total amount of funding that is set aside to pay for project expenses in a future biennium.</i></p>	<p>Amount in District \$36,089,532.00</p>	<p>Amount out of District \$8,167,131.00</p>
--	---	--	---

Subrecipient Projects Total
\$21,667,838.00

Subrecipient Projects Total: This does not include Prior Biennia STIF Funds or Prior Biennia Interest Accrued (FY 23-25).

<p>FY 2026 Total Prior Biennia Funds \$21,654,965.00 <i>The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i></p>	<p>FY 2027 Total Prior Biennia Funds \$933,860.00 <i>The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i></p>
--	---

<p>FY 2026 Total STIF Funds \$32,226,168.00</p>	<p>FY 2027 Total STIF Funds \$12,030,495.00</p>
--	--

<p>FY 2026 Student STIF Funds \$14,220,121.65</p>	<p>FY 2027 Student STIF Funds \$6,189,789.15</p>
--	---

<p>FY 2026 Percent of STIF Funds supporting student transportation 44.13%</p>	<p>FY 2027 Percent of STIF Funds supporting student transportation 51.45%</p>
--	--

FY 2026 Older and Disabled Persons STIF Funds
\$4,846,432.54

FY 2027 Older and Disabled Persons STIF Funds
\$2,674,808.58

FY 2026 Percent of STIF Funds supporting older and disabled persons transportation
15.04%

FY 2027 Percent of STIF Funds supporting older and disabled persons transportation
22.23%

By signing below, I certify that I am authorized to submit this Subrecipient Project Application to Salem Area Mass Transit District on behalf of Salem Area Mass Transit District.

Name of authorized representative

Peggy Greene

Title of authorized representative

Grants Administrator

Signature

Signature Date

10/25/2024



Subrecipient Project Application Submission Received for Salem Area Mass Transit District

1 message

ODOT Public Transportation Division <notifications@cognitofirms.com>
Reply-To: PTDAApplications@odot.oregon.gov
To: peggy.greene@cherriotics.org

Fri, Oct 25, 2024 at 3:15 PM



ODOT Public Transportation Division Subrecipient Project Application 2025-27

Entry Details

1. Subrecipient Information

SERVICE PROVIDER NAME Salem Area Mass Transit District

SERVICE PROVIDER CONTACT NAME Peggy Greene

SERVICE PROVIDER CONTACT TITLE Grants Administrator

SERVICE PROVIDER PHONE NUMBER (503) 361-7530

SERVICE PROVIDER EMAIL peggy.greene@cherriotics.org

SERVICE PROVIDER TYPE Mass Transit District

EMPLOYER IDENTIFICATION NUMBER (EIN) 93-0793128

SERVICE PROVIDER WEBSITE <https://www.cherriotics.org/>

2. Qualified Entity representing Subrecipient

QUALIFIED ENTITY NAME Salem Area Mass Transit District

STIF PLAN CONTACT NAME Peggy Greene

STIF PLAN CONTACT TITLE Grants Administrator

STIF PLAN CONTACT PHONE NUMBER	(503) 361-7530
STIF PLAN CONTACT EMAIL	peggy.greene@cherriots.org
END DATE OF QE STIF PLAN	6/30/2027

3. Local Plan Compliance

3.1 Existing Local Plans from which project(s) are derived.

Local Plan 1

LOCAL PLAN NAME	Coordinated Public Transit - Human Services Transportation Plan for Marion and Polk Counties
GOVERNING BODY THAT ADOPTED LOCAL PLAN	SAMTD Board of Directors
PLAN ADOPTION DATE	3/11/2024
LOCAL PLAN WEB ADDRESS	https://www.cherriots.org/media/doc/Cherriots_Coordinated_Plan_2024.pdf
UPLOAD COPY OF LOCAL PLAN IF IT'S NOT AVAILABLE ON A WEBSITE.	Cherriots_Coordinated_Plan_2024.pdf

3.2 Local Plan requirements

I AGREE THAT THE LOCAL PLAN(S), Yes
 EITHER SEPARATELY OR TOGETHER,
 CONTAIN ALL OF THE
 INFORMATION REQUIRED BY OAR
 732-040-0005(19).

4. Projects

4.1 Project Detail Entry

Project 1

SUBRECIPIENT OR QUALIFIED ENTITY NAME	Salem Area Mass Transit District
PROJECT NAME	Cherriots Local/1X/LIFT
PROJECT DESCRIPTION	This project maintains service hours from the 2023-2025 STIF Plan for Cherriots Local, 1X, and LIFT services. It also continues the Local Youth Zero Fare Program, reserves, and supports expanded holiday service levels. Two tasks, construction of 17 new stops and a comprehensive operational analysis, will be carried

forward from the 2023-2025 biennium. Additionally, a new task for Local stop improvements is included. Services supported by this project include Local Extended Weekday, Saturday, Sunday, Holiday, and Route 22; 1X Cherriots Local Commuter Express Weekday; and LIFT Services. Route 22, the newest Local route in SAMTD's system, connects south Salem to Aumsville Highway via Kuebler Blvd. Previously, SAMTD implemented the Local Youth Zero Fare Program, allowing youth ages 0-18 to ride free. The program received a positive response, and SAMTD will continue to offer free rides with this funding. Reserves ensure continuity of operations/services and support capital expenses.

DO YOU PLAN TO SET ASIDE FUNDING THAT YOU RECEIVE DURING THIS BIENNIUM TO PAY FOR EXPENSES RELATED TO THIS PROJECT IN A FUTURE BIENNIUM?

No

PERCENT OF PROJECT BUDGET IN DISTRICT

100%

Project budget share to improve, expand or maintain public transportation service

IMPROVE OR EXPAND SERVICE

10%

MAINTAIN SERVICE

90%

PLEASE EXPLAIN WHY ALL OR PART OF THIS PROJECT IS MAINTAINING AN EXISTING SERVICE.

The project maintains services funded by previous STIF plans that have increasing and/or high ridership. SAMTD would not be able to continue these services through the next biennium without this funding. SAMTD also expects an increase in youth ridership due to the Local Youth Zero Fare Program. Improvements or expanded service include Tasks 5, 7, and the portion of Task 1 for increased holiday service levels. These improve/expand tasks represent approx. 4% of the total project budget.

LOCAL PLAN THIS PROJECT IS DERIVED FROM:

31, 36, 56

Multi-Phase Project

IS YOUR PROJECT PART OF A LARGER MULTI-PHASE PROJECT?

No

4.1.1 Project Scope

Task 1

TASK DESCRIPTION

STIF Local and 1X Cherriots Local Commuter Express services.

1. Maintain Local Weekday and 1X/Cherriots Local Commuter Express Weekday service.

2. Maintain Local Saturday and Sunday service.

3. Maintain Route 22 service. Route 22 was implemented 5/5/2024 connecting south Salem to Aumsville Highway using Kuebler Blvd. The service operates Monday through Friday with 15-minute service mornings and afternoons, and 30-minute service in the evenings. It operates on Saturdays, Sundays, and holidays with 30-minute service throughout the day.

4. Expand holiday service on Cherriots Local. This task will support expanding holiday service levels on Cherriots Local so that they match Saturday's spans and frequencies instead of Sunday levels.

IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES?

No

IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT?

No

CATEGORY

Operations 30.09.00 (State Operating Assistance)

SPECIFY THE MODE THAT THIS TASK WILL SUPPORT.

Fixed Route

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE STIF Population Funds

FY 2026 \$0.00

FY 2027 \$0.00

TOTAL \$0.00

Fund Source 2

FUND TYPE STIF Payroll Funds

FY 2026 \$6,761,534.00

FY 2027 \$7,130,608.00

TOTAL \$13,892,142.00

Fund Source 3

FUND TYPE Federal

FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 4

FUND TYPE	Other State
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 5

FUND TYPE	Local
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 6

FUND TYPE	Other Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 7

FUND TYPE	Prior Biennia STIF Funds
FY 2026	\$807,989.00
FY 2027	\$0.00
TOTAL	\$807,989.00

Fund Source 8

FUND TYPE	Prior Biennia Interest Accrued
------------------	--------------------------------

FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
FY 2026	\$7,569,523.00
FY 2027	\$7,130,608.00
TOTAL	\$14,700,131.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. Yes

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. No

4.1.3 Outcome Measures

Minimum required measures for operations tasks

REVENUE MILES	1,220,429
REVENUE HOURS	108,283.00
RIDES	1,006,424
NUMBER OF PEOPLE WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE)	227,332
NUMBER OF LOW-INCOME HOUSEHOLDS WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE)	27,477
NUMBER OF NEW SHARED STOPS WITH OTHER TRANSIT PROVIDERS (REDUCING FRAGMENTATION IN TRANSIT SERVICES)	0
IS THIS PROJECT SUPPORTING STUDENT TRANSPORTATION?	Yes

Choose at least one

OPERATIONS	Number of students in grades 9-12 attending a school served by transit
-------------------	--

NUMBER OF STUDENTS IN GRADES 9-12 ATTENDING A SCHOOL SERVED BY TRANSIT	23,132
---	--------

Task 2

TASK DESCRIPTION	Local Youth Zero Fare Program. This program allows youth ages 0-18 to ride for free, which reduces barriers and increases access to public transit. This task subsidizes youth fares on all of the Local service. SAMTD anticipates an increase in youth ridership due to this program.
-------------------------	--

IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES?	No
--	----

IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT?	No
---	----

CATEGORY	Operations 30.09.00 (State Operating Assistance)
-----------------	--

SPECIFY THE MODE THAT THIS TASK WILL SUPPORT.	Fixed Route
--	-------------

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE	STIF Population Funds
------------------	-----------------------

FY 2026	\$0.00
----------------	--------

FY 2027	\$0.00
----------------	--------

TOTAL	\$0.00
--------------	--------

Fund Source 2

FUND TYPE	STIF Payroll Funds
------------------	--------------------

FY 2026	\$0.00
----------------	--------

FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 3	
FUND TYPE	Federal
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 4	
FUND TYPE	Other State
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 5	
FUND TYPE	Local
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 6	
FUND TYPE	Other Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 7	
FUND TYPE	Prior Biennia STIF Funds
FY 2026	\$633,860.00

FY 2027	\$633,860.00
TOTAL	\$1,267,720.00
Fund Source 8	
FUND TYPE	Prior Biennia Interest Accrued
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
FY 2026	\$633,860.00
FY 2027	\$633,860.00
TOTAL	\$1,267,720.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. Yes

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. No

4.1.3 Outcome Measures

Minimum required measures for operations tasks

REVENUE MILES	5,425,499
REVENUE HOURS	445,656.00
RIDES	1,959,650
NUMBER OF PEOPLE WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE)	227,332

NUMBER OF LOW-INCOME HOUSEHOLDS WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE)	27,477
---	--------

NUMBER OF NEW SHARED STOPS WITH OTHER TRANSIT PROVIDERS (REDUCING FRAGMENTATION IN TRANSIT SERVICES)	0
---	---

IS THIS PROJECT SUPPORTING STUDENT TRANSPORTATION?	Yes
---	-----

Choose at least one

OPERATIONS	Number of students in grades 9-12 attending a school served by transit
-------------------	--

NUMBER OF STUDENTS IN GRADES 9-12 ATTENDING A SCHOOL SERVED BY TRANSIT	23,132
---	--------

Task 3

TASK DESCRIPTION	STIF LIFT Service. This task provides resources that allow SAMTD to provide paratransit service during all hours of local service to meet the requirements of the Americans with Disabilities Act. This includes expanding Cherriots LIFT service to match the new holiday service levels outlined in Task 1.
-------------------------	--

IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES?	Yes
--	-----

IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT?	No
---	----

CATEGORY	Operations 30.09.00 (State Operating Assistance)
-----------------	--

SPECIFY THE MODE THAT THIS TASK WILL SUPPORT.	Demand Response
--	-----------------

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE	STIF Population Funds
------------------	-----------------------

FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 2

FUND TYPE	STIF Payroll Funds
FY 2026	\$681,293.00
FY 2027	\$681,293.00
TOTAL	\$1,362,586.00

Fund Source 3

FUND TYPE	Federal
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 4

FUND TYPE	Other State
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 5

FUND TYPE	Local
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 6

FUND TYPE	Other Funds
------------------	-------------

FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 7

FUND TYPE	Prior Biennia STIF Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 8

FUND TYPE	Prior Biennia Interest Accrued
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
FY 2026	\$681,293.00
FY 2027	\$681,293.00
TOTAL	\$1,362,586.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. Yes

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. No

4.1.3 Outcome Measures

Minimum required measures for operations tasks

REVENUE MILES	124,994
REVENUE HOURS	13,751.00
RIDES	22,220
NUMBER OF PEOPLE WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE)	227,332
NUMBER OF LOW-INCOME HOUSEHOLDS WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE)	27,477
NUMBER OF NEW SHARED STOPS WITH OTHER TRANSIT PROVIDERS (REDUCING FRAGMENTATION IN TRANSIT SERVICES)	0
IS THIS PROJECT SUPPORTING STUDENT TRANSPORTATION?	No

Optional Outcome Measures

Outcome Measure 1

Outcome Measures for Older Adults and People with Disabilities

REVENUE MILES	124,994
REVENUE HOURS	13,751.00
RIDES	22,220

Task 4

TASK DESCRIPTION	Reserves - Local/LIFT Reserves will ensure SAMTD's ability to maintain services and cover future cost increases. Reserves will be funded with funds from the prior biennium. The reserves will support Cherriots Local/1X and LIFT operations, capital needs, and cost increases related to market volatility, supply chain issues, and availability of raw materials.
IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES?	No
IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL	No

**RELATIONSHIP TO PUBLIC
TRANSIT?**

CATEGORY Program Reserve/Contingency 11.73.00

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE STIF Population Funds

FY 2026 \$0.00

FY 2027 \$0.00

TOTAL \$0.00

Fund Source 2

FUND TYPE STIF Payroll Funds

FY 2026 \$0.00

FY 2027 \$0.00

TOTAL \$0.00

Fund Source 3

FUND TYPE Federal

FY 2026 \$0.00

FY 2027 \$0.00

TOTAL \$0.00

Fund Source 4

FUND TYPE Other State

FY 2026 \$0.00

FY 2027 \$0.00

TOTAL \$0.00

Fund Source 5

FUND TYPE	Local
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 6

FUND TYPE	Other Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 7

FUND TYPE	Prior Biennia STIF Funds
FY 2026	\$10,582,128.00
FY 2027	\$0.00
TOTAL	\$10,582,128.00

Fund Source 8

FUND TYPE	Prior Biennia Interest Accrued
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
FY 2026	\$10,582,128.00
FY 2027	\$0.00
TOTAL	\$10,582,128.00

BY CHECKING THIS BOX, I CONFIRM Yes
THAT THIS PROJECT TASK IS ONLY
FUNDED BY STIF.

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1.

No

4.1.3 Outcome Measures

Optional Outcome Measures

Outcome Measure 1

OTHER MEASURE Reserve Funds Created

NUMBER OF UNITS: 1

Task 5

TASK DESCRIPTION

Construction of approximately 17 new local stops. This task includes all costs associated with the construction of new stops and shelters (e.g., preliminary engineering and design, construction, project management, etc.). The new stops will be constructed along Cherriots Local routes 4, 12, 13, and 22. These new stops will be ADA compliant and will support riders with disabilities by expanding the number of stops that can accommodate boarding and alighting with a mobility device. This project supports services for older adults and people with disabilities using Local service, and so the Outcome Measures include the Local revenue miles, hours, and rides.

IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES? Yes

IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT? No

CATEGORY Signs/Shelters Purchase

BY CHECKING THIS BOX, I AFFIRM THAT ALL PROJECTS REQUESTING FUNDS FOR CAPITAL EXPENSES ARE IN COMPLIANCE WITH THE CAPITAL ASSET REQUIREMENTS OUTLINED IN OAR 732-042-0040. Yes

Signs/Shelters Purchase

Signs/Shelters Information

Item 1

DESCRIPTION	Stop and shelter construction & equipment
--------------------	---

QUANTITY	17
-----------------	----

UNIT COST	\$15,000.00
------------------	-------------

TOTAL COST	\$255,000.00
-------------------	--------------

Item 2

DESCRIPTION	Design, engineering, and project management
--------------------	---

QUANTITY	1
-----------------	---

UNIT COST	\$85,000.00
------------------	-------------

TOTAL COST	\$85,000.00
-------------------	-------------

TOTAL COST	\$340,000.00
-------------------	--------------

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE	STIF Population Funds
------------------	-----------------------

FY 2026	\$0.00
----------------	--------

FY 2027	\$0.00
----------------	--------

TOTAL	\$0.00
--------------	--------

Fund Source 2

FUND TYPE	STIF Payroll Funds
------------------	--------------------

FY 2026	\$0.00
----------------	--------

FY 2027	\$0.00
----------------	--------

TOTAL	\$0.00
--------------	--------

Fund Source 3

FUND TYPE	Federal
------------------	---------

FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 4

FUND TYPE	Other State
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 5

FUND TYPE	Local
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 6

FUND TYPE	Other Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 7

FUND TYPE	Prior Biennia STIF Funds
FY 2026	\$340,000.00
FY 2027	\$0.00
TOTAL	\$340,000.00

Fund Source 8

FUND TYPE	Prior Biennia Interest Accrued
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FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
FY 2026	\$340,000.00
FY 2027	\$0.00
TOTAL	\$340,000.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. Yes

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. No

4.1.3 Outcome Measures

Optional Outcome Measures

Outcome Measure 1

Outcome Measures for Older Adults and People with Disabilities

REVENUE MILES	1,220,429
REVENUE HOURS	108,283.00
RIDES	1,006,424
OTHER MEASURE	Stops Added
NUMBER OF UNITS:	17

Task 6

TASK DESCRIPTION Comprehensive Operational Analysis. SAMTD will hire a consultant to examine and evaluate our transit system as a whole to determine where

improvements can be made to make our operations more effective and efficient.

IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES?

No

IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT?

No

CATEGORY

Planning 44.20.00

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE

STIF Population Funds

FY 2026

\$0.00

FY 2027

\$0.00

TOTAL

\$0.00

Fund Source 2

FUND TYPE

STIF Payroll Funds

FY 2026

\$0.00

FY 2027

\$0.00

TOTAL

\$0.00

Fund Source 3

FUND TYPE

Federal

FY 2026

\$0.00

FY 2027

\$0.00

TOTAL

\$0.00

Fund Source 4

FUND TYPE

Other State

FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 5

FUND TYPE	Local
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 6

FUND TYPE	Other Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 7

FUND TYPE	Prior Biennia STIF Funds
FY 2026	\$250,000.00
FY 2027	\$0.00
TOTAL	\$250,000.00

Fund Source 8

FUND TYPE	Prior Biennia Interest Accrued
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
FY 2026	\$250,000.00

FY 2027	\$0.00
TOTAL	\$250,000.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. Yes

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. No

4.1.3 Outcome Measures

Optional Outcome Measures

Outcome Measure 1

OTHER MEASURE	Plans Created
NUMBER OF UNITS:	1

Task 7

TASK DESCRIPTION	<p>Local Bus Stop Improvements</p> <p>This task includes all costs associated with improving amenities and accessibility at existing Cherrriots Local stops (e.g., preliminary engineering and design, construction, project management, shelter, bench, and simme-seat or equivalent, etc.). These stop improvements would take place at existing Cherrriots Local bus stops within the UGB. All improvements will be ADA compliant and will support riders with disabilities by expanding the number of stops that can accommodate boarding, alighting, and waiting with a mobility device. This project supports services for older adults and people with disabilities using Local service, and so the Outcome Measures include the Local revenue miles, hours, and rides.</p>
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IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES? Yes

IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT? No

CATEGORY	Signs/Shelters Purchase
BY CHECKING THIS BOX, I AFFIRM THAT ALL PROJECTS REQUESTING FUNDS FOR CAPITAL EXPENSES ARE IN COMPLIANCE WITH THE CAPITAL ASSET REQUIREMENTS OUTLINED IN OAR 732-042-0040.	Yes

Signs/Shelters Purchase

Signs/Shelters Information

Item 1

DESCRIPTION	Bus Stop Improvements
QUANTITY	30
UNIT COST	\$15,000.00
TOTAL COST	\$450,000.00

Item 2

DESCRIPTION	Design, engineering, and project management
QUANTITY	1
UNIT COST	\$150,000.00
TOTAL COST	\$150,000.00
TOTAL COST	\$600,000.00

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE	STIF Population Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 2

FUND TYPE	STIF Payroll Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 3

FUND TYPE	Federal
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 4

FUND TYPE	Other State
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 5

FUND TYPE	Local
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 6

FUND TYPE	Other Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 7

FUND TYPE Prior Biennia STIF Funds

FY 2026 \$300,000.00

FY 2027 \$300,000.00

TOTAL \$600,000.00

Fund Source 8

FUND TYPE Prior Biennia Interest Accrued

FY 2026 \$0.00

FY 2027 \$0.00

TOTAL \$0.00

FY 2026 \$300,000.00

FY 2027 \$300,000.00

TOTAL \$600,000.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. Yes

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. No

4.1.3 Outcome Measures

Optional Outcome Measures

Outcome Measure 1

Outcome Measures for Older Adults and People with Disabilities

REVENUE MILES 1,220,429

REVENUE HOURS	108,283.00
RIDES	1,006,424
OTHER MEASURE	Capital Improvements Completed
NUMBER OF UNITS:	30

4.2 Allocation of STIF funds by project

FY 2026 STIF TOTAL	\$20,356,804.00
FY 2027 STIF TOTAL	\$8,745,761.00
FY 2028 STIF TOTAL	\$0.00
FY 2029 STIF TOTAL	\$0.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

1

CRITERION	Criterion 1
FY 2026	5%
FY 2027	5%

2

CRITERION	Criterion 2
FY 2026	0%
FY 2027	0%

3

CRITERION	Criterion 3
FY 2026	10%
FY 2027	10%

4

CRITERION	Criterion 4
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FY 2026	0%
FY 2027	0%
# 5	
CRITERION	Criterion 5
FY 2026	0%
FY 2027	0%
# 6	
CRITERION	Criterion 6
FY 2026	15%
FY 2027	15%
# 7	
CRITERION	Criterion 7
FY 2026	60%
FY 2027	60%
# 8	
CRITERION	Criterion 8
FY 2026	10%
FY 2027	10%
FY 2026	100.00%
FY 2027	100.00%

4.3 Oregon Public Transportation Plan Goals

SELECT THE OPTP GOALS THAT APPLY TO YOUR STIF PLAN PROJECTS.

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 9: Funding and Strategic Investment

4.4 Project Summary

PROJECT NAME	Cherriots Local/1X/LIFT
SUBRECIPIENT PROJECT TOTAL	\$29,102,565.00
AMOUNT IN DISTRICT	\$29,102,565.00
AMOUNT OUT OF DISTRICT	\$0.00
FY 2026 STIF PROJECT TOTAL	\$20,356,804.00
FY 2027 STIF PROJECT TOTAL	\$8,745,761.00
FY 2026 STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	\$12,214,082.40
FY 2027 STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	\$5,247,456.60
FY 2026 PERCENT OF STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	60%
FY 2027 PERCENT OF STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	60%
FY 2026 STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	\$2,035,680.40
FY 2027 STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	\$874,576.10
FY 2026 PERCENT OF STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	10%
FY 2027 PERCENT OF STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	10%
FY 2026 STIF FUNDS FROM PREVIOUS CYCLE	\$12,913,977.00
FY 2027 STIF FUNDS FROM PREVIOUS CYCLE	\$933,860.00

Project 2

SUBRECIPIENT OR QUALIFIED ENTITY NAME	Salem Area Mass Transit District
PROJECT NAME	Regional
PROJECT DESCRIPTION	This project maintains service levels for Cherriots Regional, the Regional Youth Zero Fare Program, reserves, a fare unification program, and personnel costs to maintain all Cherriots Regional stops and shelters from the 2023-2025 STIF Plan. In addition, this project will support expanding holiday service levels on Cherriots Regional so that they match Saturday's spans and frequencies instead of Sunday's. The Cherriots Regional Youth Zero Fare Program allows all youth ages 0-18 to ride for free. The fare unification will reduce Cherriots Regional fares to match Local fares. Reserves ensure continuity of services and support for capital expenses.
DO YOU PLAN TO SET ASIDE FUNDING THAT YOU RECEIVE DURING THIS BIENNIUM TO PAY FOR EXPENSES RELATED TO THIS PROJECT IN A FUTURE BIENNIUM?	No
PERCENT OF PROJECT BUDGET IN DISTRICT	0%

Project budget share to improve, expand or maintain public transportation service

IMPROVE OR EXPAND SERVICE	10%
MAINTAIN SERVICE	90%
PLEASE EXPLAIN WHY ALL OR PART OF THIS PROJECT IS MAINTAINING AN EXISTING SERVICE.	The project maintains Regional services funded by the 2023-2025 STIF plan which has high ridership that continues to increase. SAMTD would not be able to continue these services through the next biennium without this funding. SAMTD expects an increase in youth ridership for these services due to the Regional Youth Zero Fare Program, fare unification, and expanded holiday service tasks. Improve/expand is less than 10% but no other option is allowed in the dropdown menu above.
LOCAL PLAN THIS PROJECT IS DERIVED FROM:	31, 36, 56

Multi-Phase Project

IS YOUR PROJECT PART OF A LARGER MULTI-PHASE PROJECT?	No
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4.1.1 Project Scope

Task 1

TASK DESCRIPTION	Cherriots STIF Regional Fixed Route Service. Maintain the Cherriots Regional fixed route service that was expanded in the 2021-2023 biennium, which provided additional service on weekdays and Saturdays. In addition, this project will support expanding holiday service levels on Cherriots Regional so that they match Saturday's spans and frequencies instead of Sunday's.
IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES?	Yes
IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT?	No
CATEGORY	Operations 30.09.00 (State Operating Assistance)
SPECIFY THE MODE THAT THIS TASK WILL SUPPORT.	Fixed Route

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE	STIF Population Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 2

FUND TYPE	STIF Payroll Funds
FY 2026	\$842,158.00
FY 2027	\$851,536.00
TOTAL	\$1,693,694.00

Fund Source 3

FUND TYPE	Federal
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FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 4

FUND TYPE	Other State
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 5

FUND TYPE	Local
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 6

FUND TYPE	Other Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 7

FUND TYPE	Prior Biennia STIF Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 8

FUND TYPE	Prior Biennia Interest Accrued
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FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
FY 2026	\$842,158.00
FY 2027	\$851,536.00
TOTAL	\$1,693,694.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. Yes

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. No

4.1.3 Outcome Measures

Minimum required measures for operations tasks

REVENUE MILES	371,012
REVENUE HOURS	14,887.00
RIDES	77,158
NUMBER OF PEOPLE WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE)	82,561
NUMBER OF LOW-INCOME HOUSEHOLDS WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE)	11,068
NUMBER OF NEW SHARED STOPS WITH OTHER TRANSIT PROVIDERS (REDUCING FRAGMENTATION IN TRANSIT SERVICES)	0
IS THIS PROJECT SUPPORTING STUDENT TRANSPORTATION?	Yes

Choose at least one

OPERATIONS

Number of students in grades 9-12 attending a school served by transit

NUMBER OF STUDENTS IN GRADES 9-12 ATTENDING A SCHOOL SERVED BY TRANSIT 23,132

Optional Outcome Measures

Outcome Measure 1

Outcome Measures for Older Adults and People with Disabilities

REVENUE MILES 371,012

REVENUE HOURS 14,887.00

RIDES 77,158

Task 2

TASK DESCRIPTION

Regional Stop and Shelter Facilities Preventive Maintenance.
This task supports personnel and supply costs to maintain all Cherriots Regional stops and shelters. Maintenance activities include cleaning, minor landscaping, and other tasks to ensure stops and shelters remain in a state of good repair. There was not a clear outcome measure to select for this task so FTE added was chosen. This task does not add any new FTEs, it provides funding for a portion of a FTE who performs the work described in this task in addition to other responsibilities. The funding in this task would support approximately 0.75 FTEs per year.

IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES?

No

IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT?

No

CATEGORY

Preventive Maintenance 11.7A.00

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

B.O.D. Meeting Agenda Pkt. Pg. 166

FUND TYPE	STIF Population Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 2

FUND TYPE	STIF Payroll Funds
FY 2026	\$100,000.00
FY 2027	\$100,000.00
TOTAL	\$200,000.00

Fund Source 3

FUND TYPE	Federal
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 4

FUND TYPE	Other State
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 5

FUND TYPE	Local
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 6

FUND TYPE	Other Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 7

FUND TYPE	Prior Biennia STIF Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 8

FUND TYPE	Prior Biennia Interest Accrued
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
FY 2026	\$100,000.00
FY 2027	\$100,000.00
TOTAL	\$200,000.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. Yes

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. No

4.1.3 Outcome Measures

Optional Outcome Measures

Outcome Measure 1

OTHER MEASURE FTEs/Contractors Added

NUMBER OF UNITS: .75

Task 3

TASK DESCRIPTION Regional Youth Zero Fare Program.
This program allows youth, ages 0-18, to ride for free which reduces barriers, increases access to public transit, and has the potential to increase ridership. This task subsidizes youth fares on Regional service.

IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES? No

IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT? No

CATEGORY Operations 30.09.00 (State Operating Assistance)

SPECIFY THE MODE THAT THIS TASK WILL SUPPORT. Fixed Route

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE STIF Population Funds

FY 2026 \$0.00

FY 2027 \$0.00

TOTAL \$0.00

Fund Source 2

FUND TYPE STIF Payroll Funds

FY 2026 \$40,000.00

FY 2027 \$45,000.00

TOTAL	\$85,000.00
Fund Source 3	
FUND TYPE	Federal
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 4	
FUND TYPE	Other State
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 5	
FUND TYPE	Local
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 6	
FUND TYPE	Other Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 7	
FUND TYPE	Prior Biennia STIF Funds
FY 2026	\$0.00
FY 2027	\$0.00

TOTAL	\$0.00
Fund Source 8	
FUND TYPE	Prior Biennia Interest Accrued
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
FY 2026	\$40,000.00
FY 2027	\$45,000.00
TOTAL	\$85,000.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. Yes

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. No

4.1.3 Outcome Measures

Minimum required measures for operations tasks

REVENUE MILES	1,040,612
REVENUE HOURS	52,240.00
RIDES	235,294
NUMBER OF PEOPLE WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE)	82,561
NUMBER OF LOW-INCOME HOUSEHOLDS WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE)	11,068

NUMBER OF NEW SHARED STOPS WITH OTHER TRANSIT PROVIDERS (REDUCING FRAGMENTATION IN TRANSIT SERVICES) 0

IS THIS PROJECT SUPPORTING STUDENT TRANSPORTATION? Yes

Choose at least one

OPERATIONS Number of students in grades 9-12 attending a school served by transit

NUMBER OF STUDENTS IN GRADES 9-12 ATTENDING A SCHOOL SERVED BY TRANSIT 23,132

Task 4

TASK DESCRIPTION Reserves - Regional
These reserves will ensure SAMTD's ability to maintain Regional services and cover cost increases. Reserves will be funded with funds from the prior biennium. The reserves will support Cherrits Regional operations and capital needs, including bus procurement, addressing uncertainties such as cost increases related to market volatility, supply chain issues, and availability of raw materials.

IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES? No

IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT? No

CATEGORY Program Reserve/Contingency 11.73.00

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE STIF Population Funds

FY 2026 \$0.00

FY 2027 \$0.00

TOTAL \$0.00

Fund Source 2

FUND TYPE	STIF Payroll Funds
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FY 2026	\$981,887.00
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FY 2027	\$1,123,865.00
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TOTAL	\$2,105,752.00
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Fund Source 3

FUND TYPE	Federal
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FY 2026	\$0.00
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FY 2027	\$0.00
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TOTAL	\$0.00
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Fund Source 4

FUND TYPE	Other State
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FY 2026	\$0.00
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FY 2027	\$0.00
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TOTAL	\$0.00
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Fund Source 5

FUND TYPE	Local
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FY 2026	\$0.00
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FY 2027	\$0.00
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TOTAL	\$0.00
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Fund Source 6

FUND TYPE	Other Funds
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FY 2026	\$0.00
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FY 2027	\$0.00
---------	--------

TOTAL	\$0.00
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Fund Source 7

FUND TYPE Prior Biennia STIF Funds

FY 2026 \$2,771,916.00

FY 2027 \$0.00

TOTAL \$2,771,916.00

Fund Source 8

FUND TYPE Prior Biennia Interest Accrued

FY 2026 \$43,707.00

FY 2027 \$0.00

TOTAL \$43,707.00

FY 2026 \$3,797,510.00

FY 2027 \$1,123,865.00

TOTAL \$4,921,375.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. Yes

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. No

4.1.3 Outcome Measures

Optional Outcome Measures

Outcome Measure 1

OTHER MEASURE Reserve Funds Created

NUMBER OF UNITS: 1

Task 5

TASK DESCRIPTION	Regional Fare Unification. This task subsidizes a portion of the Regional fares so that they are equal to Local fares for all passengers. This reduces barriers to transportation and has the potential to increase ridership.
IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES?	No
IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT?	No
CATEGORY	Operations 30.09.00 (State Operating Assistance)
SPECIFY THE MODE THAT THIS TASK WILL SUPPORT.	Fixed Route

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE	STIF Population Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 2

FUND TYPE	STIF Payroll Funds
FY 2026	\$102,730.00
FY 2027	\$102,730.00
TOTAL	\$205,460.00

Fund Source 3

FUND TYPE	Federal
FY 2026	\$0.00
FY 2027	\$0.00

TOTAL	\$0.00
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Fund Source 4

FUND TYPE	Other State
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FY 2026	\$0.00
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FY 2027	\$0.00
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TOTAL	\$0.00
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Fund Source 5

FUND TYPE	Local
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FY 2026	\$0.00
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FY 2027	\$0.00
----------------	--------

TOTAL	\$0.00
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Fund Source 6

FUND TYPE	Other Funds
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FY 2026	\$0.00
----------------	--------

FY 2027	\$0.00
----------------	--------

TOTAL	\$0.00
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Fund Source 7

FUND TYPE	Prior Biennia STIF Funds
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FY 2026	\$0.00
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FY 2027	\$0.00
----------------	--------

TOTAL	\$0.00
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Fund Source 8

FUND TYPE	Prior Biennia Interest Accrued
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FY 2026	\$0.00
----------------	--------

FY 2027	\$0.00
----------------	--------

TOTAL	\$0.00
FY 2026	\$102,730.00
FY 2027	\$102,730.00
TOTAL	\$205,460.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. Yes

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. No

4.1.3 Outcome Measures

Minimum required measures for operations tasks

REVENUE MILES	1,040,612
REVENUE HOURS	52,240.00
RIDES	235,294
NUMBER OF PEOPLE WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE)	82,561
NUMBER OF LOW-INCOME HOUSEHOLDS WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE)	11,068
NUMBER OF NEW SHARED STOPS WITH OTHER TRANSIT PROVIDERS (REDUCING FRAGMENTATION IN TRANSIT SERVICES)	0
IS THIS PROJECT SUPPORTING STUDENT TRANSPORTATION?	No

4.2 Allocation of STIF funds by project

FY 2026 STIF TOTAL \$4,882,398.00

FY 2027 STIF TOTAL	\$2,223,131.00
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FY 2028 STIF TOTAL	\$0.00
--------------------	--------

FY 2029 STIF TOTAL	\$0.00
--------------------	--------

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

1

CRITERION	Criterion 1
-----------	-------------

FY 2026	0%
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FY 2027	0%
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2

CRITERION	Criterion 2
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FY 2026	0%
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FY 2027	0%
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3

CRITERION	Criterion 3
-----------	-------------

FY 2026	7%
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FY 2027	7%
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4

CRITERION	Criterion 4
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FY 2026	0%
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FY 2027	0%
---------	----

5

CRITERION	Criterion 5
-----------	-------------

FY 2026	14%
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FY 2027	14%
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6

CRITERION	Criterion 6
FY 2026	1%
FY 2027	1%

7

CRITERION	Criterion 7
FY 2026	40%
FY 2027	40%

8

CRITERION	Criterion 8
FY 2026	38%
FY 2027	38%
FY 2026	100.00%
FY 2027	100.00%

4.3 Oregon Public Transportation Plan Goals

SELECT THE OPTP GOALS THAT APPLY TO YOUR STIF PLAN PROJECTS.

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

PROJECT NAME	Regional
SUBRECIPIENT PROJECT TOTAL	\$7,105,529.00
AMOUNT IN DISTRICT	\$0.00
AMOUNT OUT OF DISTRICT	\$7,105,529.00

FY 2026 STIF PROJECT TOTAL	\$4,882,398.00
FY 2027 STIF PROJECT TOTAL	\$2,223,131.00
FY 2026 STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	\$1,952,959.20
FY 2027 STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	\$889,252.40
FY 2026 PERCENT OF STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	40%
FY 2027 PERCENT OF STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	40%
FY 2026 STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	\$1,855,311.24
FY 2027 STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	\$844,789.78
FY 2026 PERCENT OF STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	38%
FY 2027 PERCENT OF STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	38%
FY 2026 STIF FUNDS FROM PREVIOUS CYCLE	\$2,815,623.00
FY 2027 STIF FUNDS FROM PREVIOUS CYCLE	\$0.00

Project 3

SUBRECIPIENT OR QUALIFIED ENTITY NAME	Salem Area Mass Transit District
PROJECT NAME	Population-based Funded Projects
PROJECT DESCRIPTION	This project continues funding for tasks that were traditionally funded using population-based funds including both operational costs and match for Mobility Management, Cherriots Regional, Shop & Ride, and LIFT as well as SAMTD's administrative costs for managing these services. These funds ensure transit services for seniors and individuals with disabilities throughout SAMTD's service areas. Operating costs include call center, preventive maintenance, purchase of services,

fuel, staff time, marketing, and printing. The matching portion will be used for ODOT 5310 and 5311, and FTA 5310 and 5307 ADA grants.

DO YOU PLAN TO SET ASIDE FUNDING THAT YOU RECEIVE DURING THIS BIENNIUM TO PAY FOR EXPENSES RELATED TO THIS PROJECT IN A FUTURE BIENNIUM? No

PERCENT OF PROJECT BUDGET IN DISTRICT 50%

Project budget share to improve, expand or maintain public transportation service

IMPROVE OR EXPAND SERVICE 0%

MAINTAIN SERVICE 100%

PLEASE EXPLAIN WHY ALL OR PART OF THIS PROJECT IS MAINTAINING AN EXISTING SERVICE. This project continues funding for tasks that were traditionally funded using population-based funds. SAMTD would not be able to continue these services through the next biennium without this funding.

LOCAL PLAN THIS PROJECT IS DERIVED FROM: 31, 36, 37, 38, 56

Multi-Phase Project

IS YOUR PROJECT PART OF A LARGER MULTI-PHASE PROJECT? No

4.1.1 Project Scope

Task 1

TASK DESCRIPTION Administration - Administrative costs to manage the program. This task provides resources for SAMTD to monitor, manage, and evaluate PTSPs in order to effectively serve as the QE. There is no clear outcome measure to select for this task. FTE added was selected as it is the closets measure available. The total funding amount represents 2% of the total cost of a FTE.

IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES? No

IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT? No

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE	STIF Population Funds
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FY 2026	\$2,000.00
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FY 2027	\$2,000.00
---------	------------

TOTAL	\$4,000.00
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Fund Source 2

FUND TYPE	STIF Payroll Funds
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FY 2026	\$0.00
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FY 2027	\$0.00
---------	--------

TOTAL	\$0.00
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Fund Source 3

FUND TYPE	Federal
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FY 2026	\$0.00
---------	--------

FY 2027	\$0.00
---------	--------

TOTAL	\$0.00
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Fund Source 4

FUND TYPE	Other State
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FY 2026	\$0.00
---------	--------

FY 2027	\$0.00
---------	--------

TOTAL	\$0.00
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Fund Source 5

FUND TYPE	Local
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FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 6

FUND TYPE	Other Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 7

FUND TYPE	Prior Biennia STIF Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 8

FUND TYPE	Prior Biennia Interest Accrued
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

FY 2026	\$2,000.00
FY 2027	\$2,000.00
TOTAL	\$4,000.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. Yes

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF No

FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1.

4.1.3 Outcome Measures

Optional Outcome Measures

Outcome Measure 1

OTHER MEASURE	FTEs/Contractors Added
NUMBER OF UNITS:	.02

Task 2

TASK DESCRIPTION	Mobility Management - operational costs and match. This task provides funding for the portion of operational costs of the Mobility Management Program that was traditionally funded with population-based STF funds. Approximately \$22,325 of STIF population-based funds will be used for match for the ODOT 5310 grant. This will support mobility management travel training and operational costs. The Mobility Management Program is an approach for managing and delivering coordinated transportation services to customers, including seniors, people with disabilities, and individuals with lower incomes. As part of the Mobility Management Program, the mobility coordinator attends community meetings in the 16 surrounding rural communities which are served by Cherriots Regional as well as urban communities in order to educate community partners on public transportation services and programs. This helps to ensure that duplication is minimized and that access and utilization are maximized. SAMTD also collaborates with Marion County to provide LIFT services for rehabilitation and work programs for individuals with disabilities.
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IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES?	Yes
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IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT?	No
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CATEGORY	Mobility Management 11.7L.00
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4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE	STIF Population Funds
FY 2026	\$11,162.00
FY 2027	\$11,163.00
TOTAL	\$22,325.00

Fund Source 2

FUND TYPE	STIF Payroll Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 3

FUND TYPE	Federal
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 4

FUND TYPE	Other State
FY 2026	\$97,530.00
FY 2027	\$97,529.00
TOTAL	\$195,059.00

Fund Source 5

FUND TYPE	Local
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 6

FUND TYPE	Other Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 7

FUND TYPE	Prior Biennia STIF Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 8

FUND TYPE	Prior Biennia Interest Accrued
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
FY 2026	\$108,692.00
FY 2027	\$108,692.00
TOTAL	\$217,384.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. No

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. Yes

4.1.3 Outcome Measures

Optional Outcome Measures

Outcome Measure 1

NUMBER OF INDIVIDUALS THAT RECEIVED TRANSIT TRAINING 300

NUMBER OF INDIVIDUALS THAT ARE SERVED BY A COORDINATED DEMAND RESPONSE CALL CENTER 12,061

Outcome Measures for Older Adults and People with Disabilities

REVENUE MILES 995,584

REVENUE HOURS 79,302.00

RIDES 157,476

Task 3

TASK DESCRIPTION

Regional - operational costs and match. This task provides funding for the portion of operational costs of the Regional service that was traditionally funded with population-based STF funds. STIF population-based funds will be used as match for the anticipated ODOT 5310 and 5311 grants. The match amount for ODOT 5310 is approximately \$191,260 and the amount for ODOT 5311 is approximately \$580,888. The remaining \$361,510 will be used for operational costs not supported by any other funding. Cherriots Regional provides service to 16 rural areas surrounding Salem and Keizer in Marion, Polk, and a small portion of Linn counties. This service allows seniors and individuals with disabilities in these areas to access medical services, education, employment, shopping, and recreational opportunities in and around their communities. The cities of Dallas and Woodburn which have the largest concentrations of seniors in Marion and Polk counties are served by Cherriots Regional. There are two routes serving Dallas and two routes serving Woodburn to increase transit options for seniors and individuals with disabilities. All Regional vehicles are ADA-accessible, seat between 14 and 35 people and are capable of carrying up to two mobility devices. Seniors and individuals with disabilities receive reduced fares and are only charged half of the full fare. Many seniors and individuals with disabilities who live outside of the Cherriots LIFT (the complementary ADA paratransit service) service area use Cherriots Regional to access the Cherriots LIFT service area.

IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES? Yes

IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT No

WITH A PHYSICAL OR FUNCTIONAL
RELATIONSHIP TO PUBLIC
TRANSIT?

CATEGORY Operations 30.09.00 (State Operating Assistance)

SPECIFY THE MODE THAT THIS
TASK WILL SUPPORT. Fixed Route

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE STIF Population Funds

FY 2026 \$566,829.00

FY 2027 \$566,829.00

TOTAL \$1,133,658.00

Fund Source 2

FUND TYPE STIF Payroll Funds

FY 2026 \$0.00

FY 2027 \$0.00

TOTAL \$0.00

Fund Source 3

FUND TYPE Federal

FY 2026 \$0.00

FY 2027 \$0.00

TOTAL \$0.00

Fund Source 4

FUND TYPE Other State

FY 2026 \$1,244,698.00

FY 2027 \$1,244,698.00

TOTAL	\$2,489,396.00
Fund Source 5	
FUND TYPE	Local
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 6	
FUND TYPE	Other Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 7	
FUND TYPE	Prior Biennia STIF Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 8	
FUND TYPE	Prior Biennia Interest Accrued
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
FY 2026	\$1,811,527.00
FY 2027	\$1,811,527.00
TOTAL	\$3,623,054.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. No

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. Yes

4.1.3 Outcome Measures

Minimum required measures for operations tasks

REVENUE MILES	1,040,612
REVENUE HOURS	52,240.00
RIDES	235,294
NUMBER OF PEOPLE WITH ACCESS TO TRANSIT (WITHIN 1/2 MILE OF TRANSIT STOP FOR FIXED ROUTE)	82,561
NUMBER OF LOW-INCOME HOUSEHOLDS WITH ACCESS TO TRANSIT (WITHIN 1/2 MILE OF TRANSIT STOP FOR FIXED ROUTE)	11,068
NUMBER OF NEW SHARED STOPS WITH OTHER TRANSIT PROVIDERS (REDUCING FRAGMENTATION IN TRANSIT SERVICES)	0
IS THIS PROJECT SUPPORTING STUDENT TRANSPORTATION?	Yes

Choose at least one

OPERATIONS	Number of students in grades 9-12 attending a school served by transit
NUMBER OF STUDENTS IN GRADES 9-12 ATTENDING A SCHOOL SERVED BY TRANSIT	23,132

Optional Outcome Measures

Outcome Measure 1

Outcome Measures for Older Adults and People with Disabilities

REVENUE MILES	1,040,612
REVENUE HOURS	52,240.00
RIDES	235,294

Task 4

TASK DESCRIPTION	Shop & Ride Operations - operational costs and match. This task provides funding for the portion of operational costs of the Shop & Ride service that was traditionally funded with population-based STF funds. This task will fund match for ODOT and FTA 5310, and approximately \$151,387 of operational costs such as fuel, payroll, and other operating costs not supported by any other funding. Cherriots Shop and Ride is specifically for seniors and individuals with disabilities within the Salem-Keizer urban growth boundary. Riders are picked up from their homes and taken to any destination within the Salem-Keizer urban growth boundary. All buses are ADA-accessible and can accommodate mobility devices. There is no application required. Service is available Monday through Friday 8:00 am - 5:15 pm and medical appointments are given priority. Trips are booked through the Cherriots call center and can be booked up to 14 days in advance.
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IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES?	Yes
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IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT?	No
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CATEGORY	Operations 30.09.00 (State Operating Assistance)
-----------------	--

SPECIFY THE MODE THAT THIS TASK WILL SUPPORT.	Demand Response
--	-----------------

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE	STIF Population Funds
FY 2026	\$137,463.00

FY 2027	\$137,463.00
TOTAL	\$274,926.00
Fund Source 2	
FUND TYPE	STIF Payroll Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 3	
FUND TYPE	Federal
FY 2026	\$223,389.00
FY 2027	\$223,389.00
TOTAL	\$446,778.00
Fund Source 4	
FUND TYPE	Other State
FY 2026	\$51,742.00
FY 2027	\$51,742.00
TOTAL	\$103,484.00
Fund Source 5	
FUND TYPE	Local
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 6	
FUND TYPE	Other Funds
FY 2026	\$0.00

FY 2027	\$0.00
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TOTAL	\$0.00
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Fund Source 7

FUND TYPE	Prior Biennia STIF Funds
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FY 2026	\$0.00
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FY 2027	\$0.00
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TOTAL	\$0.00
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Fund Source 8

FUND TYPE	Prior Biennia Interest Accrued
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FY 2026	\$0.00
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FY 2027	\$0.00
---------	--------

TOTAL	\$0.00
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FY 2026	\$412,594.00
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FY 2027	\$412,594.00
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TOTAL	\$825,188.00
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BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. No

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. Yes

4.1.3 Outcome Measures

Minimum required measures for operations tasks

REVENUE MILES	63,676
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REVENUE HOURS	5,987.00
RIDES	16,047
NUMBER OF PEOPLE WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE)	227,332
NUMBER OF LOW-INCOME HOUSEHOLDS WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE)	27,477
NUMBER OF NEW SHARED STOPS WITH OTHER TRANSIT PROVIDERS (REDUCING FRAGMENTATION IN TRANSIT SERVICES)	0
IS THIS PROJECT SUPPORTING STUDENT TRANSPORTATION?	No

Optional Outcome Measures

Outcome Measure 1

Outcome Measures for Older Adults and People with Disabilities

REVENUE MILES	63,676
REVENUE HOURS	5,987.00
RIDES	16,047

Task 5

TASK DESCRIPTION

LIFT Operations - operational costs and match. This task provides funding for the portion of operational costs of the Cherriots LIFT service that was traditionally funded with population-based STF funds. This task will fund match for ODOT and FTA 5310, and other operating costs not supported by any other funding. Cherriots LIFT is an origin-to-destination, shared-ride, complementary paratransit transportation service for individuals who are unable to use the Cherriots Local bus service because of their functional ability. Cherriots LIFT service covers all locations within the Salem-Keizer urban growth boundary. Individuals can qualify for Cherriots LIFT for some or all of their trips. A three-step application process to determine eligibility is required: Application, medical questionnaire, and in-person functional assessment. Depending on eligibility, some rides may be accessible on Cherriots Local. Choosing Cherriots Local for some trips does not affect Cherriots LIFT eligibility. Cherriots LIFT uses a variety of accessible vehicles in its fleet with lifts and ramps to

provide service. Several passengers share the vehicle, and the vehicle may stop and travel in other directions during any passenger's trip to accommodate other trip requests. Travel time may vary, depending on trip distance and the stops made to accommodate other riders during the trip. Cherriots Local and Cherriots LIFT operate the same hours and days of the week. Reservations are required. Passengers may choose to have their trip scheduled based on either the time they wish to be picked up or the time they wish to arrive at their destination. Cherriots LIFT rides are scheduled by reservation with the Cherriots call center. Eligible riders may bring a personal care attendant (PCA) with them on their trip. A PCA rides free of charge. Riders may bring one companion in addition to a PCA if space is available. Companions pay the regular Cherriots LIFT fare. LIFT drivers assist riders in boarding and deboarding the Cherriots LIFT vehicle as needed. This includes assistance with moving and securing mobility devices. Cherriots LIFT is currently operated Monday-Friday from 5:30 am to 11:30 pm, Saturdays from 6:00 am to 10:00 pm, and Sundays from 7:00 am to 8:30 pm. Customers can schedule a trip up to two weeks in advance and at least 24 hours in advance by calling the Cherriots Call Center. The Cherriots Call Center operates Monday-Friday 6:00 am-6:00 pm and Saturday-Sunday 8:00 am-4:00 pm.

IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES?	Yes
IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT?	No
CATEGORY	Operations 30.09.00 (State Operating Assistance)
SPECIFY THE MODE THAT THIS TASK WILL SUPPORT.	Demand Response

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE	STIF Population Funds
FY 2026	\$344,147.00
FY 2027	\$344,148.00
TOTAL	\$688,295.00

Fund Source 2

FUND TYPE	STIF Payroll Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 3

FUND TYPE	Federal
FY 2026	\$583,674.00
FY 2027	\$583,674.00
TOTAL	\$1,167,348.00

Fund Source 4

FUND TYPE	Other State
FY 2026	\$11,088.00
FY 2027	\$11,088.00
TOTAL	\$22,176.00

Fund Source 5

FUND TYPE	Local
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 6

FUND TYPE	Other Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 7

FUND TYPE	Prior Biennia STIF Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 8

FUND TYPE	Prior Biennia Interest Accrued
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

FY 2026	\$938,909.00
FY 2027	\$938,910.00
TOTAL	\$1,877,819.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. No

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. Yes

4.1.3 Outcome Measures

Minimum required measures for operations tasks

REVENUE MILES	995,584
REVENUE HOURS	79,302.00
RIDES	157,476

NUMBER OF PEOPLE WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE)	227,332
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NUMBER OF LOW-INCOME HOUSEHOLDS WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE)	27,477
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NUMBER OF NEW SHARED STOPS WITH OTHER TRANSIT PROVIDERS (REDUCING FRAGMENTATION IN TRANSIT SERVICES)	0
--	---

IS THIS PROJECT SUPPORTING STUDENT TRANSPORTATION?	No
--	----

Optional Outcome Measures

Outcome Measure 1

Outcome Measures for Older Adults and People with Disabilities

REVENUE MILES	995,584
---------------	---------

REVENUE HOURS	79,302.00
---------------	-----------

RIDES	157,476
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4.2 Allocation of STIF funds by project

FY 2026 STIF TOTAL	\$1,061,601.00
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FY 2027 STIF TOTAL	\$1,061,603.00
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FY 2028 STIF TOTAL	\$0.00
--------------------	--------

FY 2029 STIF TOTAL	\$0.00
--------------------	--------

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

1

CRITERION	Criterion 1
-----------	-------------

FY 2026	0%
---------	----

FY 2027	0%
---------	----

2

CRITERION	Criterion 2
-----------	-------------

FY 2026	0%
---------	----

FY 2027	0%
---------	----

3

CRITERION	Criterion 3
-----------	-------------

FY 2026	0%
---------	----

FY 2027	0%
---------	----

4

CRITERION	Criterion 4
-----------	-------------

FY 2026	0%
---------	----

FY 2027	0%
---------	----

5

CRITERION	Criterion 5
-----------	-------------

FY 2026	3%
---------	----

FY 2027	3%
---------	----

6

CRITERION	Criterion 6
-----------	-------------

FY 2026	2%
---------	----

FY 2027	2%
---------	----

7

CRITERION	Criterion 7
-----------	-------------

FY 2026	5%
---------	----

FY 2027	5%
---------	----

8

CRITERION	Criterion 8
FY 2026	90%
FY 2027	90%
FY 2026	100.00%
FY 2027	100.00%

4.3 Oregon Public Transportation Plan Goals

SELECT THE OPTP GOALS THAT APPLY TO YOUR STIF PLAN PROJECTS.

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

PROJECT NAME	Population-based Funded Projects
SUBRECIPIENT PROJECT TOTAL	\$2,123,204.00
AMOUNT IN DISTRICT	\$1,061,602.00
AMOUNT OUT OF DISTRICT	\$1,061,602.00
FY 2026 STIF PROJECT TOTAL	\$1,061,601.00
FY 2027 STIF PROJECT TOTAL	\$1,061,603.00
FY 2026 STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	\$53,080.05
FY 2027 STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	\$53,080.15
FY 2026 PERCENT OF STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	5%
FY 2027 PERCENT OF STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	5%

TRANSPORTATION

FY 2026 STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION \$955,440.90

FY 2027 STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION \$955,442.70

FY 2026 PERCENT OF STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION 90%

FY 2027 PERCENT OF STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION 90%

FY 2026 STIF FUNDS FROM PREVIOUS CYCLE \$0.00

FY 2027 STIF FUNDS FROM PREVIOUS CYCLE \$0.00

Project 4

SUBRECIPIENT OR QUALIFIED ENTITY NAME Salem Area Mass Transit District

PROJECT NAME South Salem Transit Center

PROJECT DESCRIPTION This project provides funding to support the development of the new South Salem Transit Center (SSTC), including costs associated with the procurement of land and construction of the SSTC. Funds could also be used as match for grants for the SSTC. The SSTC will provide a mobility hub for improved transit service, transfer points, and accommodations for micro transit and micro-mobility options in south Salem. This expanded accommodation of services will create a hub for transit access in south Salem, improving equitable access and mobility for users. The SSTC will also expand options for regional connectivity. SAMTD has completed the site selection process; the preferred site is on the northeast corner of Commercial St SE and Wiltsey Rd SE.

DO YOU PLAN TO SET ASIDE FUNDING THAT YOU RECEIVE DURING THIS BIENNIUM TO PAY FOR EXPENSES RELATED TO THIS PROJECT IN A FUTURE BIENNIUM? No

PERCENT OF PROJECT BUDGET IN DISTRICT 100%

Project budget share to improve, expand or maintain public transportation service

IMPROVE OR EXPAND SERVICE	100%
MAINTAIN SERVICE	0%
LOCAL PLAN THIS PROJECT IS DERIVED FROM:	53, 56

Multi-Phase Project

IS YOUR PROJECT PART OF A LARGER MULTI-PHASE PROJECT?	Yes
PROJECT TIMELINE	2020-2027
TOTAL PROJECT BUDGET (ALL PHASES)	\$13,063,137.00
OTHER PLANNED FUNDING SOURCES	STIF Federal Local
PHASE REPRESENTED IN CURRENT STIF PLAN	Land acquisition through initial construction

4.1.1 Project Scope

Task 1

TASK DESCRIPTION	SSTC Land Acquisition. This task includes all costs associated with procuring land such as land acquisition, title fees, appraisals, or other land acquisition activities for the South Salem Transit Center. Funds could also be used as a match for grants for the SSTC. There was no clear outcome measure to select for this task. Capital Improvements Completed was selected, the unit number entered was 1. This task funds land acquisition and no capital improvement will be completed as a result of this task.
IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES?	No
IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT?	No
CATEGORY	Capital 117-00 Other Capital Items (Bus)
117-00 OTHER CAPITAL ITEMS ACTIVITY TYPE	Real Estate (Other) 11.76

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE	STIF Population Funds
-----------	-----------------------

FY 2026	\$0.00
---------	--------

FY 2027	\$0.00
---------	--------

TOTAL	\$0.00
-------	--------

Fund Source 2

FUND TYPE	STIF Payroll Funds
-----------	--------------------

FY 2026	\$0.00
---------	--------

FY 2027	\$0.00
---------	--------

TOTAL	\$0.00
-------	--------

Fund Source 3

FUND TYPE	Federal
-----------	---------

FY 2026	\$711,603.00
---------	--------------

FY 2027	\$0.00
---------	--------

TOTAL	\$711,603.00
-------	--------------

Fund Source 4

FUND TYPE	Other State
-----------	-------------

FY 2026	\$600,000.00
---------	--------------

FY 2027	\$0.00
---------	--------

TOTAL	\$600,000.00
-------	--------------

Fund Source 5

FUND TYPE	Local
-----------	-------

FY 2026	\$327,901.00
FY 2027	\$0.00
TOTAL	\$327,901.00

Fund Source 6

FUND TYPE	Other Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 7

FUND TYPE	Prior Biennia STIF Funds
FY 2026	\$2,500,000.00
FY 2027	\$0.00
TOTAL	\$2,500,000.00

Fund Source 8

FUND TYPE	Prior Biennia Interest Accrued
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
FY 2026	\$4,139,504.00
FY 2027	\$0.00
TOTAL	\$4,139,504.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. No

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF Yes

FUNDING. PLEASE MAKE SURE YOU
HAVE INDICATED THAT
INFORMATION IN YOUR TASK
DESCRIPTION ABOVE IN SECTION
4.1.1.

4.1.3 Outcome Measures

Optional Outcome Measures

Outcome Measure 1

OTHER MEASURE	Capital Improvements Completed
---------------	--------------------------------

NUMBER OF UNITS:	1
------------------	---

Task 2

TASK DESCRIPTION	SSTC Construction. This task provides funding for costs associated with property development, site improvements, design/engineering, construction, infrastructure, permitting, and inspection. Funds could also be used as a match for grants for the SSTC. SAMTD is actively applying for funding for construction and does not have additional funds identified at this time.
------------------	--

IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES?	No
---	----

IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT?	No
--	----

CATEGORY	Capital 117-00 Other Capital Items (Bus)
----------	--

117-00 OTHER CAPITAL ITEMS ACTIVITY TYPE	Real Estate (Other) 11.76
--	---------------------------

REAL ESTATE (OTHER) 11.76 ACTIVITY DETAIL	11.76.96 Construction
---	-----------------------

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE	STIF Population Funds
-----------	-----------------------

FY 2026	\$0.00
---------	--------

FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 2	
FUND TYPE	STIF Payroll Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 3	
FUND TYPE	Federal
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 4	
FUND TYPE	Other State
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 5	
FUND TYPE	Local
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 6	
FUND TYPE	Other Funds
FY 2026	\$0.00

FY 2027	\$0.00
---------	--------

TOTAL	\$0.00
-------	--------

Fund Source 7

FUND TYPE	Prior Biennia STIF Funds
-----------	--------------------------

FY 2026	\$1,000,000.00
---------	----------------

FY 2027	\$0.00
---------	--------

TOTAL	\$1,000,000.00
-------	----------------

Fund Source 8

FUND TYPE	Prior Biennia Interest Accrued
-----------	--------------------------------

FY 2026	\$2,425,365.00
---------	----------------

FY 2027	\$0.00
---------	--------

TOTAL	\$2,425,365.00
-------	----------------

FY 2026	\$3,425,365.00
---------	----------------

FY 2027	\$0.00
---------	--------

TOTAL	\$3,425,365.00
-------	----------------

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. No

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. Yes

4.1.3 Outcome Measures

Optional Outcome Measures

Outcome Measure 1

OTHER MEASURE Capital Improvements Completed

NUMBER OF UNITS:	1
------------------	---

4.2 Allocation of STIF funds by project

FY 2026 STIF TOTAL	\$5,925,365.00
--------------------	----------------

FY 2027 STIF TOTAL	\$0.00
--------------------	--------

FY 2028 STIF TOTAL	\$0.00
--------------------	--------

FY 2029 STIF TOTAL	\$0.00
--------------------	--------

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

1

CRITERION	Criterion 1
-----------	-------------

FY 2026	30%
---------	-----

FY 2027	0%
---------	----

2

CRITERION	Criterion 2
-----------	-------------

FY 2026	35%
---------	-----

FY 2027	0%
---------	----

3

CRITERION	Criterion 3
-----------	-------------

FY 2026	0%
---------	----

FY 2027	0%
---------	----

4

CRITERION	Criterion 4
-----------	-------------

FY 2026	0%
---------	----

FY 2027	0%
---------	----

5

CRITERION	Criterion 5
FY 2026	30%
FY 2027	0%

6

CRITERION	Criterion 6
FY 2026	5%
FY 2027	0%

7

CRITERION	Criterion 7
FY 2026	0%
FY 2027	0%

8

CRITERION	Criterion 8
FY 2026	0%
FY 2027	0%
FY 2026	100.00%
FY 2027	0.00%

4.3 Oregon Public Transportation Plan Goals

SELECT THE OPTP GOALS THAT APPLY TO YOUR STIF PLAN PROJECTS.

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 8: Land Use
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

PROJECT NAME	South Salem Transit Center
SUBRECIPIENT PROJECT TOTAL	\$5,925,365.00
AMOUNT IN DISTRICT	\$5,925,365.00
AMOUNT OUT OF DISTRICT	\$0.00
FY 2026 STIF PROJECT TOTAL	\$5,925,365.00
FY 2027 STIF PROJECT TOTAL	\$0.00
FY 2026 STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	\$0.00
FY 2027 STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	\$0.00
FY 2026 PERCENT OF STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	0%
FY 2026 STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	\$0.00
FY 2027 STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	\$0.00
FY 2026 PERCENT OF STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	0%
FY 2026 STIF FUNDS FROM PREVIOUS CYCLE	\$5,925,365.00
FY 2027 STIF FUNDS FROM PREVIOUS CYCLE	\$0.00

5. All Projects Totals

SUBRECIPIENT PROJECTS GRAND TOTAL	\$44,256,663.00
PLANNED CARRIED FORWARD	\$0.00
AMOUNT IN DISTRICT	\$36,089,532.00
AMOUNT OUT OF DISTRICT	\$8,167,131.00

SUBRECIPIENT PROJECTS TOTAL	\$21,667,838.00
FY 2026 TOTAL PRIOR BIENNIA FUNDS	\$21,654,965.00
FY 2027 TOTAL PRIOR BIENNIA FUNDS	\$933,860.00
FY 2026 TOTAL STIF FUNDS	\$32,226,168.00
FY 2027 TOTAL STIF FUNDS	\$12,030,495.00
FY 2026 STUDENT STIF FUNDS	\$14,220,121.65
FY 2027 STUDENT STIF FUNDS	\$6,189,789.15
FY 2026 PERCENT OF STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	44.13%
FY 2027 PERCENT OF STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	51.45%
FY 2026 OLDER AND DISABLED PERSONS STIF FUNDS	\$4,846,432.54
FY 2027 OLDER AND DISABLED PERSONS STIF FUNDS	\$2,674,808.58
FY 2026 PERCENT OF STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	15.04%
FY 2027 PERCENT OF STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	22.23%
BY SIGNING BELOW, I CERTIFY THAT I AM AUTHORIZED TO SUBMIT THIS SUBRECIPIENT PROJECT APPLICATION TO SALEM AREA MASS TRANSIT DISTRICT ON BEHALF OF SALEM AREA MASS TRANSIT DISTRICT.	Yes
NAME OF AUTHORIZED REPRESENTATIVE	Peggy Greene
TITLE OF AUTHORIZED REPRESENTATIVE	Grants Administrator
SIGNATURE	Captured

SIGNATURE DATE

10/25/2024

 **Subrecipient Project Application-Salem Area Mass Transit District.pdf**
376K

Subrecipient Project Application 2025-27

For alternative formats / accessibility questions please reach out to: The Regional Transit Coordinator in your region or Brian Roth: brian.roth@odot.oregon.gov

1. Subrecipient Information

Service Provider Name

City of Woodburn

Service Provider Contact Name

Scott Derickson

Service Provider Contact Title

City Administrator

Service Provider Phone Number

(503) 982-5228

Service Provider Email

scott.derickson@ci.woodburn.or.us

Service Provider Type

City

Employer Identification Number (EIN)

93-6002282

Service Provider Website

<https://www.woodburn-or.gov/transit>

2. Qualified Entity representing Subrecipient

Qualified Entity Name

Salem Area Mass Transit District

STIF Plan Contact Name

Peggy Greene

STIF Plan Contact Title

Grants Administrator

STIF Plan Contact Phone Number

(503) 361-7530

STIF Plan Contact Email

peggy.greene@cherriots.org

This email address will receive the completed PTSP Project Template.

End Date of QE STIF Plan

6/30/2027

3. Local Plan Compliance

3.1 Existing Local Plans from which project(s) are derived.

Remember to add more than one plan if you are using a combination of multiple plans to meet this requirement.

Local Plan 1

Local Plan Name

STIF Plan FY 2023-25

Governing Body that adopted Local Plan

STIF Advisory Committee

Plan Adoption Date

1/23/2023

Upload copy of Local Plan if it's not available on a website.

Exhibit C QE STIF Plan 2023-2025.pdf

Limit 100 MB

Local Plan 2

Local Plan Name

Woodburn Transit Development Plan

Governing Body that adopted Local Plan

Woodburn City Council

Plan Adoption Date

6/26/2023

Local Plan Web Address

https://www.woodburn-or.gov/sites/default/files/fileattachments/transit/page/11497/woodburn_transit_development_plan_final_2023_06_06.pdf

3.2 Local Plan requirements

I agree that the Local Plan(s), either separately or together, contain all of the information required by OAR 732-040-0005(19).

Yes

No, one or more Local Plans are not yet consistent with STIF rule requirements.

4. Projects

4.1 Project Detail Entry

Project 1

Subrecipient or Qualified Entity Name

City of Woodburn

Project Name

WTS Weekend, Expanded Weekday, Medical Services

Limit 50 characters

Project Description

Maintains Woodburn Transit Services' (WTS) Weekend, Expanded Weekday (Express Route), and Out-of-Town Medical Transportation services. The project will maintain current fixed route and demand response hours of operation.

Limit 1000 Characters

Project using planned carry forward funding:

Do you plan to set aside funding that you receive during this biennium to pay for expenses related to this project in a future biennium?

Yes

No

Please be aware that you will need to add a new project for each planned carry forward expense. For example, if you intend to use carry forward funds to (1) accumulate sufficient funds for a capital project that costs more than can be funded during a single STIF Formula funding cycle; (2) make bond payments on the acquisition of a capital asset; and (3) pay for a planning expense during the next biennium, you will need to add a project for each of these planned uses of your carry forward funding.

Percent of project budget in district

0%

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service

0%

Maintain Service

100%

Please explain why all or part of this project is maintaining an existing service.

WTS plans to maintain services funded by the STIF FY 23-25 Plan. Current services have high ridership, are fare-free, and will continue to benefit residents.

Limit 500 Characters

Local Plan this project is derived from:

STIF Plan FY 2023-25 and Woodburn Transit Development Plan

Multi-Phase Project

Is your project part of a larger multi-phase project?

No

4.1.1 Project Scope

Task 1

Task Description

Fixed Route Weekend Service: operates within city limits on Saturdays, 9:00 a.m.- 5:00 p.m., and Sundays, 9:00 - 3:00 p.m. This task provides resources for drivers, service coordination, administration, vehicle maintenance, fuel, overhead, and necessary supplies.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.

- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Specify the mode that this task will support.

Fixed Route Demand Response Deviated Fixed Route

Operations Task Category

Task Category Amount

\$63,000.00

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are

carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as "Prior Biennia Interest Accrued," for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$31,000.00	\$32,000.00			\$63,000.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00
Prior Biennia STIF Funds	\$0.00	\$0.00			\$0.00
Prior Biennia Interest Accrued	\$0.00	\$0.00			\$0.00
	\$31,000.00	\$32,000.00	\$0.00	\$0.00	\$63,000.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles	Revenue Hours	Rides
22,850	1,466.00	17,026

Number of people with access to transit (within 1/2 mile of transit stop for fixed route)

28,483

Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed route)

4,381

Number of new shared stops with other transit providers (reducing fragmentation in transit services)

0

Is this project supporting student transportation?

Yes

Choose at least one

Operations

- Number of students in grades 9-12 with free or reduced fare transit pass
- Number of students in grades 9-12 attending a school served by transit
- Number of rides provided to students in grades 9-12
- Other

Number of students in grades 9-12 attending a school served by transit

1,716

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Task 2

Task Description

Non-Medical Dial-a-Ride Weekend Service: operates within city limits on Saturdays, 9:00 a.m.- 5:00 p.m. and Sundays, 9:00 - 3:00 p.m. This task provides resources for drivers, service coordination, administration, vehicle maintenance, fuel, overhead, and necessary supplies.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Specify the mode that this task will support.

- Fixed Route Demand Response Deviated Fixed Route

Operations Task Category

Task Category Amount

\$93,000.00

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00

STIF Payroll Funds	\$46,000.00	\$47,000.00		\$93,000.00
Federal	\$0.00	\$0.00		\$0.00
Other State	\$0.00	\$0.00		\$0.00
Local	\$0.00	\$0.00		\$0.00
Other Funds	\$0.00	\$0.00		\$0.00
Prior Biennia STIF Funds	\$0.00	\$0.00		\$0.00
Prior Biennia Interest Accrued	\$0.00	\$0.00		\$0.00

\$46,000.00 \$47,000.00 \$0.00 \$0.00 \$93,000.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles	Revenue Hours	Rides
9,268	2,982.00	1,581

Number of people with access to transit (within 1/2 mile of transit stop for fixed route)

Number of Low-Income Households with access to transit (within 1/2 mile of transit stop for fixed route)

Number of new shared stops with other transit providers (reducing fragmentation in transit services)

Is this project supporting student transportation?

No

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Task 3

Task Description

Express Weekday (Expanded Weekday): a fixed route 30-minute city-wide loop that makes fewer stops than the standard 60-minute Fixed Loop route. Operates Monday through Friday, 8 a.m.-6 p.m. The Express Route is a popular service, serving students, adults & seniors. Ridership has continued to grow over the 4 years since the start of the pandemic - when the Express Route served as the City's primary weekday fixed route. This task provides resources for drivers, service coordination, administration, vehicle maintenance, fuel, overhead, and other necessary supplies.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Specify the mode that this task will support.

Fixed Route Demand Response Deviated Fixed Route

Operations Task Category

Task Category Amount

\$542,000.00

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$267,000.00	\$275,000.00			\$542,000.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00
Prior Biennia STIF Funds	\$0.00	\$0.00			\$0.00

Prior Biennia
Interest
Accrued

\$0.00

\$0.00

\$0.00

\$267,000.00

\$275,000.00

\$0.00

\$0.00

\$542,000.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles

60,692

Revenue Hours

4,960.00

Rides

47,400

Number of people with access to transit (within ½ mile of transit stop for fixed route)

28,483

Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed route)

4,381

Number of new shared stops with other transit providers (reducing fragmentation in transit services)

0

Is this project supporting student transportation?

Yes

Choose at least one

Operations

- Number of students in grades 9-12 with free or reduced fare transit pass
- Number of students in grades 9-12 attending a school served by transit
- Number of rides provided to students in grades 9-12
- Other

Number of students in grades 9-12 attending a school served by transit

1,716

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Task 4

Task Description

Out of Town Medical Transportation: This demand response service provides transportation to Woodburn's elderly and disabled residents who are unable to use the City's Fixed Route transit services. Drivers transport passengers to out-of-town medical appointments at medical facilities in Portland and Salem. This service provides a crucial transportation option to vulnerable residents, allowing them greater independence than they would otherwise have and continues to be popular among City Residents. This task provides resources for drivers, service coordination, administration, volunteer mileage reimbursements, vehicle maintenance, fuel, overhead, and other necessary supplies. Prior biennia funding from FY 24 & 25 are available to carryforward, as prior biennia funding from FY 22 & 23 was used then.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Specify the mode that this task will support.

Fixed Route Demand Response Deviated Fixed Route

Operations Task Category

Task Category Amount

\$76,500.00

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$7,500.00	\$69,000.00			\$76,500.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00
Prior Biennia STIF Funds	\$59,500.00	\$0.00			\$59,500.00
Prior Biennia Interest Accrued	\$0.00	\$0.00			\$0.00

\$67,000.00 \$69,000.00 \$0.00 \$0.00 \$136,000.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles	Revenue Hours	Rides
42,802	2,420.00	2,120

Number of people with access to transit (within ½ mile of transit stop for fixed route)
28,483

Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed route)
4,381

Number of new shared stops with other transit providers (reducing fragmentation in transit services)
0

Is this project supporting student transportation?
No

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

4.2 Allocation of STIF funds by project

Please identify what percentage of this STIF project budget is allocated to each of the criteria listed below by fiscal year.

Note: More information about requirements for criterion #7 can be found in [OAR 732-042-0015\(3\)\(j\)](#). More information about requirements for criterion #8 can be found in [OAR 732-042-0010\(1\)\(a\)](#).

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.

3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between public transportation service providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.
8. Services for older adults and people with disabilities.

FY 2026 STIF Total	FY 2027 STIF Total	FY 2028 STIF Total	FY 2029 STIF Total
\$411,000.00	\$423,000.00	\$0.00	\$0.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply to this project, fill in with zeros. Do not add or remove any criteria from the table.

Criterion	FY 2026	FY 2027	FY 2028	FY 2029
Criterion 1	20%	20%		
Criterion 2	20%	20%		
Criterion 3	0%	0%		
Criterion 4	0%	0%		
Criterion 5	15%	15%		
Criterion 6	10%	10%		
Criterion 7	15%	15%		
Criterion 8	20%	20%		
	100.00%	100.00%	0.00%	0.00%

4.3 Oregon Public Transportation Plan Goals

Select at least one goal.

For more information about these goals, please refer to page eight of the [Oregon Public](#)

Transportation Plan.

Select the OPTP goals that apply to your STIF Plan Projects.

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 8: Land Use
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

Project Name

WTS Weekend, Expanded Weekday, Medical Services

Subrecipient Project Total

\$834,000.00

*Includes Prior Biennia STIF
Funds and Prior Biennia Interest
Accrued (FY 23-25)*

**FY 2026 STIF Project
Total**

\$411,000.00

*Includes Prior Biennia
STIF Funds and Prior
Biennia Interest
Accrued (FY 23-25)*

**FY 2027 STIF Project
Total**

\$423,000.00

*Includes Prior Biennia
STIF Funds and Prior
Biennia Interest
Accrued (FY 23-25)*

Funds Supporting Student Transportation

**FY 2026 STIF Funds
supporting student
transportation**

\$61,650.00

**FY 2027 STIF Funds
supporting student
transportation**

\$63,450.00

**FY 2026 percent of STIF
Funds supporting
student transportation**

15%

**FY 2027 percent of
STIF Funds supporting
student transportation**

15%

Funds Supporting Older and Disabled Persons Transportation

FY 2026 STIF Funds supporting older and disabled persons transportation
\$82,200.00

FY 2027 STIF Funds supporting older and disabled persons transportation
\$84,600.00

FY 2026 percent of STIF Funds supporting older and disabled persons transportation
20%

FY 2027 percent of STIF Funds supporting older and disabled persons transportation
20%

Funds from Previous Biennia

FY 2026 STIF Funds From Previous Cycle
\$59,500.00

FY 2027 STIF Funds From Previous Cycle
\$0.00

The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

Project 2

Subrecipient or Qualified Entity Name

City of Woodburn

Project Name

Vehicle Purchase

Limit 50 characters

Project Description

Replace aging, high maintenance vehicles. The goal is to maintain safe & reliable transport for WTS riders and lower vehicle repair costs.

Limit 1000 Characters

Project using planned carry forward funding:

Do you plan to set aside funding that you receive during this biennium to pay for expenses related to this project in a future biennium?

Yes

No

Please be aware that you will need to add a new project for each planned carry forward expense. For example, if you intend to use carry forward funds to (1) accumulate sufficient funds for a capital project that costs more than can be funded during a single STIF Formula funding cycle; (2) make bond payments

on the acquisition of a capital asset; and (3) pay for a planning expense during the next biennium, you will need to add a project for each of these planned uses of your carry forward funding.

Percent of project budget in district

0%

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service

0%

Maintain Service

100%

Please explain why all or part of this project is maintaining an existing service.

The vehicle purchase is to maintain the safety and reliability of the current fleet.

Limit 500 Characters

Local Plan this project is derived from:

STIF Plan FY 2023-25 and Woodburn Transit Development Plan

Multi-Phase Project

Is your project part of a larger multi-phase project?

No

4.1.1 Project Scope

Task 1

Task Description

Replace vehicle(s) used in WTS services, including Out-of-Town Medical Transportation.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

By checking this box, I affirm that all projects requesting funds for capital expenses are in compliance with the Capital Asset Requirements outlined in OAR 732-042-0040.

What type of capital vehicle purchases are included in this task?

- Replacement
- Expansion
- Lease
- Rebuild
- Vehicle Overhaul

Vehicle Replacement 11.12

Replacement Vehicle Information

1. Vehicles to be Replaced

Year	Make/Model	Category	VIN	Total Seats / ADA Seats	Current Miles
2,014	MV1 (#1392)	E (11.XX.15)	57WMD1A60EM1 00111	4/1 Ex. 24/2	90,124
2,011	Dodge Caravan (#1361)	E (11.XX.15)	2D4RN4DE2AR44 0155	4/1 Ex. 24/2	92,000

2. Condition of Vehicles

VIN	Condition	Vehicle Maintenance History (Issues, Repairs, etc.)
-----	-----------	---

57WMD1A60EM100111

Poor

Many repairs at this 10-year life stage. Made by Hummer, parts are difficult to replace.

2D4RN4DE2AR440155

Poor

Repairs made to this vehicle have been numerous, including the fuel pump and tank, intake manifold gasket, ider pulley, ignition coil, wheel bearings, and wheelchair ramp.

11.12 Vehicle Information

Vehicle ALI	Make/Model	Quantity	Cost Each	Total	Length	# of seats / # ADA stations	# of seats with ADA deployed	Fuel System
11.1X.15 Vans	ADA minivan	1	\$92,000.00	\$92,000.00	86"	5/2	5	Hybrid-Gas
11.1X.15 Vans	Toyota Sienna	1	\$89,000.00	\$89,000.00	86"	5/2	5	Hybrid-Gas
				\$181,000.00				

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
-----------	---------	---------	---------	---------	-------

STIF Population Funds	\$92,000.00	\$0.00		\$92,000.00
STIF Payroll Funds	\$0.00	\$0.00		\$0.00
Federal	\$0.00	\$0.00		\$0.00
Other State	\$0.00	\$0.00		\$0.00
Local	\$0.00	\$0.00		\$0.00
Other Funds	\$0.00	\$0.00		\$0.00
Prior Biennia STIF Funds	\$89,000.00	\$0.00		\$89,000.00
Prior Biennia Interest Accrued	\$0.00	\$0.00		\$0.00
	\$181,000.00	\$0.00	\$0.00	\$0.00
				\$181,000.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

4.2 Allocation of STIF funds by project

Please identify what percentage of this STIF project budget is allocated to each of the criteria listed below by fiscal year.

Note: More information about requirements for criterion #7 can be found in [OAR 732-042-0015\(3\)\(j\)](#). More information about requirements for criterion #8 can be found in [OAR 732-042-0010\(1\)\(a\)](#).

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between public transportation service providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.
8. Services for older adults and people with disabilities.

FY 2026 STIF Total	FY 2027 STIF Total	FY 2028 STIF Total	FY 2029 STIF Total
\$181,000.00	\$0.00	\$0.00	\$0.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply to this project, fill in with zeros. Do not add or remove any criteria from the table.

Criterion	FY 2026	FY 2027	FY 2028	FY 2029
Criterion 1	0%	0%		
Criterion 2	0%	0%		
Criterion 3	0%	0%		
Criterion 4	0%	0%		
Criterion 5	50%	0%		
Criterion 6	0%	0%		
Criterion 7	0%	0%		
Criterion 8	50%	0%		
	100.00%	0.00%	0.00%	0.00%

4.3 Oregon Public Transportation Plan Goals

Select at least one goal.

For more information about these goals, please refer to page eight of the [Oregon Public Transportation Plan](#).

Select the OPTP goals that apply to your STIF Plan Projects.

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 8: Land Use
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

Project Name

Vehicle Purchase

Subrecipient Project Total

\$181,000.00

Includes Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

FY 2026 STIF Project Total

\$181,000.00

Includes Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

FY 2027 STIF Project Total

\$0.00

Includes Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

Funds Supporting Student Transportation

FY 2026 STIF Funds supporting student transportation

\$0.00

FY 2027 STIF Funds supporting student transportation

\$0.00

FY 2026 percent of STIF Funds supporting

student transportation
0%

Funds Supporting Older and Disabled Persons Transportation

**FY 2026 STIF Funds
supporting older and
disabled persons
transportation**
\$90,500.00

**FY 2027 STIF Funds
supporting older and
disabled persons
transportation**
\$0.00

**FY 2026 percent of STIF
Funds supporting older
and disabled persons
transportation**
50%

Funds from Previous Biennia

**FY 2026 STIF Funds
From Previous Cycle**
\$89,000.00

**FY 2027 STIF Funds
From Previous Cycle**
\$0.00

*The total of Prior Biennia
STIF Funds and Prior
Biennia Interest
Accrued (FY 23-25)*

*The total of Prior Biennia
STIF Funds and Prior
Biennia Interest
Accrued (FY 23-25)*

Project 3

Subrecipient or Qualified Entity Name

City of Woodburn

Project Name

Fareless Service for Fixed and Demand Routes

Limit 50 characters

Project Description

The fareless ride policy implemented by the City during the pandemic remains a benefit to passengers travelling in Woodburn and encourages the use of public transit and increasing accessibility. This project will continue to support riders of the City's Fixed and Dial-a-Ride transit services, particularly low-income riders.

Limit 1000 Characters

Project using planned carry forward funding:

Do you plan to set aside funding that you receive during this biennium to pay for expenses related to this project in a future biennium?

Yes

No

Please be aware that you will need to add a new project for each planned carry forward expense. For example, if you intend to use carry forward funds to (1) accumulate sufficient funds for a capital project that costs more than can be funded during a single STIF Formula funding cycle; (2) make bond payments on the acquisition of a capital asset; and (3) pay for a planning expense during the next biennium, you will need to add a project for each of these planned uses of your carry forward funding.

Percent of project budget in district

0%

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service

0%

Maintain Service

100%

Please explain why all or part of this project is maintaining an existing service.

The support of this funding continues to replace fare revenue that supports residents on-going public transportation use, in and out of city limits.

Limit 500 Characters

Local Plan this project is derived from:

STIF Plan FY 2023-25 and Woodburn Transit Development Plan

Multi-Phase Project

Is your project part of a larger multi-phase project?

No

4.1.1 Project Scope

Task 1

Task Description

This task allows the City of Woodburn to continue to operate Weekday and Weekend Demand Response services without requiring residents to pay fares, resulting in increased ridership and peace of mind for residents who would otherwise need to consider their own budgetary requirements to run errands, visit professionals, or engage in community services. Riders can still give donations, as they choose.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.

- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Specify the mode that this task will support.

Fixed Route Demand Response Deviated Fixed Route

Operations Task Category

Task Category Amount

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$22,000.00	\$23,000.00			\$45,000.00
STIF Payroll Funds	\$0.00	\$0.00			\$0.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00
Prior Biennia STIF Funds	\$0.00	\$0.00			\$0.00
Prior Biennia Interest Accrued	\$0.00	\$0.00			\$0.00
	\$22,000.00	\$23,000.00	\$0.00	\$0.00	\$45,000.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles	Revenue Hours	Rides
71,162	11,260.00	20,414

Number of people with access to transit (within ½ mile of transit stop for fixed route)

28,483

Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed route)

4,381

Number of new shared stops with other transit providers (reducing fragmentation in transit services)

0

Is this project supporting student transportation?

No

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Task 2

Task Description

This task allows the City of Woodburn to continue to operate Weekday and Weekend Fixed route services, including Express, without requiring residents to pay fares, resulting in increased ridership and peace of mind for residents who would otherwise need to consider their own budgetary requirements to run errands, visit professionals, or engage in community services. Riders can still give donations, as they choose.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00

- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Specify the mode that this task will support.

- Fixed Route
- Demand Response
- Deviated Fixed Route

Operations Task Category

Task Category Amount

\$168,000.00

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$82,000.00	\$86,000.00			\$168,000.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00

Prior Biennia
STIF Funds

\$0.00

\$0.00

\$0.00

Prior Biennia
Interest
Accrued

\$0.00

\$0.00

\$0.00

\$82,000.00

\$86,000.00

\$0.00

\$0.00

\$168,000.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles

183,038

Revenue Hours

12,860.00

Rides

135,066

Number of people with access to transit (within 1/2 mile of transit stop for fixed route)

28,483

Number of Low-Income Households with access to transit (within 1/2 mile of transit stop for fixed route)

4,381

Number of new shared stops with other transit providers (reducing fragmentation in transit services)

0

Is this project supporting student transportation?

Yes

Choose at least one

Operations

- Number of students in grades 9-12 with free or reduced fare transit pass
- Number of students in grades 9-12 attending a school served by transit
- Number of rides provided to students in grades 9-12
- Other

Number of students in grades 9-12 attending a school served by transit

1,716

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

4.2 Allocation of STIF funds by project

Please identify what percentage of this STIF project budget is allocated to each of the criteria listed below by fiscal year.

Note: More information about requirements for criterion #7 can be found in [OAR 732-042-0015\(3\)\(j\)](#). More information about requirements for criterion #8 can be found in [OAR 732-042-0010\(1\)\(a\)](#).

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between public transportation service providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.
8. Services for older adults and people with disabilities.

FY 2026 STIF Total	FY 2027 STIF Total	FY 2028 STIF Total	FY 2029 STIF Total
\$104,000.00	\$109,000.00	\$0.00	\$0.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply to this project, fill in with zeros. Do not add or remove any criteria from the table.

Criterion	FY 2026	FY 2027	FY 2028	FY 2029
Criterion 1	0%	0%		
Criterion 2	0%	0%		

Criterion 3	100%	100%
Criterion 4	0%	0%
Criterion 5	0%	0%
Criterion 6	0%	0%
Criterion 7	0%	0%
Criterion 8	0%	0%

100.00% 100.00% 0.00% 0.00%

4.3 Oregon Public Transportation Plan Goals

Select at least one goal.

For more information about these goals, please refer to page eight of the [Oregon Public Transportation Plan](#).

Select the OPTP goals that apply to your STIF Plan Projects.

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 8: Land Use
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

Project Name

Fareless Service for Fixed and Demand Routes

Subrecipient Project Total

\$213,000.00
*Includes Prior Biennia STIF
 Funds and Prior Biennia Interest
 Accrued (FY 23-25)*

FY 2026 STIF Project Total	FY 2027 STIF Project Total
\$104,000.00	\$109,000.00

*Includes Prior Biennia
STIF Funds and Prior
Biennia Interest
Accrued (FY 23-25)*

*Includes Prior Biennia
STIF Funds and Prior
Biennia Interest
Accrued (FY 23-25)*

Funds Supporting Student Transportation

**FY 2026 STIF Funds
supporting student
transportation**
\$0.00

**FY 2027 STIF Funds
supporting student
transportation**
\$0.00

**FY 2026 percent of STIF
Funds supporting
student transportation**
0%

**FY 2027 percent of
STIF Funds supporting
student transportation**
0%

Funds Supporting Older and Disabled Persons Transportation

**FY 2026 STIF Funds
supporting older and
disabled persons
transportation**
\$0.00

**FY 2027 STIF Funds
supporting older and
disabled persons
transportation**
\$0.00

**FY 2026 percent of STIF
Funds supporting older
and disabled persons
transportation**
0%

**FY 2027 percent of
STIF Funds
supporting older and
disabled persons
transportation**
0%

Funds from Previous Biennia

**FY 2026 STIF Funds
From Previous Cycle**
\$0.00

**FY 2027 STIF Funds
From Previous Cycle**
\$0.00

*The total of Prior Biennia
STIF Funds and Prior
Biennia Interest
Accrued (FY 23-25)*

*The total of Prior Biennia
STIF Funds and Prior
Biennia Interest
Accrued (FY 23-25)*

Project 4

Subrecipient or Qualified Entity Name

City of Woodburn

Project Name

Transit Operations Support - Weekdays

Limit 50 characters

Project Description

This project supports continuation of the City's weekday Fixed Route and Dial-a-Ride (DAR) operations, operating Monday - Friday, 8 a.m.- 6 p.m. Seniors and persons with limited mobility use both services. DAR services is door-to-door and ensures residents with mobility limitations who cannot use traditional transit services have access to needed resources. Staff help residents navigate the process by providing trip assistance and transportation coordination. A new commuter route is also planned which will expand services, particularly to passengers traveling to the industrialized area of the city's west-side.

Limit 1000 Characters

Project using planned carry forward funding:

Do you plan to set aside funding that you receive during this biennium to pay for expenses related to this project in a future biennium?

Yes

No

Please be aware that you will need to add a new project for each planned carry forward expense. For example, if you intend to use carry forward funds to (1) accumulate sufficient funds for a capital project that costs more than can be funded during a single STIF Formula funding cycle; (2) make bond payments on the acquisition of a capital asset; and (3) pay for a planning expense during the next biennium, you will need to add a project for each of these planned uses of your carry forward funding.

Percent of project budget in district

0%

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service

10%

Maintain Service

90%

Please explain why all or part of this project is maintaining an existing service.

Residents of the City depend on reliable weekday service to commute to work, attend appointments, run errands and travel within city limits. Expansion efforts include a new commuter route in Woodburn's industrial area on the west-side of the city. The commuter route will likely begin when the Amazon facility opens.

Limit 500 Characters

Local Plan this project is derived from:

STIF Plan FY 2023-25 and Woodburn Transit Development Plan

Multi-Phase Project

Is your project part of a larger multi-phase project?

No

4.1.1 Project Scope

Task 1

Task Description

Provides resources for Woodburn's weekday Fixed Route operations including drivers, dispatch, administration, vehicle maintenance, fuel, overhead, and necessary supplies.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Specify the mode that this task will support.

Fixed Route Demand Response Deviated Fixed Route

Operations Task Category

Task Category Amount

\$466,136.00

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$233,068.00	\$233,068.00			\$466,136.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00
Prior Biennia STIF Funds	\$0.00	\$0.00			\$0.00
Prior Biennia Interest Accrued	\$0.00	\$0.00			\$0.00

\$233,068.00 \$233,068.00 \$0.00 \$0.00 \$466,136.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles	Revenue Hours	Rides
97,794	6,440.00	71,102

Number of people with access to transit (within ½ mile of transit stop for fixed route)
28,483

Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed route)
4,381

Number of new shared stops with other transit providers (reducing fragmentation in transit services)
0

Is this project supporting student transportation?
Yes

Choose at least one

Operations

- Number of students in grades 9-12 with free or reduced fare transit pass
- Number of students in grades 9-12 attending a school served by transit
- Number of rides provided to students in grades 9-12
- Other

Number of students in grades 9-12 attending a school served by transit
1,716

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Task 2

Task Description

Provides resources for Woodburn's weekday Demand Response/Dial-a-Ride operations including drivers, dispatch, administration, vehicle maintenance, fuel, overhead, and necessary supplies.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Specify the mode that this task will support.

Fixed Route Demand Response Deviated Fixed Route

Operations Task Category

Task Category Amount

\$155,379.00

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$77,000.00	\$78,378.00			\$155,378.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00
Prior Biennia STIF Funds	\$0.00	\$0.00			\$0.00
Prior Biennia Interest Accrued	\$0.00	\$0.00			\$0.00
	\$77,000.00	\$78,378.00	\$0.00	\$0.00	\$155,378.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles	Revenue Hours	Rides
61,894	9,680.00	17,432

Number of people with access to transit (within ½ mile of transit stop for fixed route)
 28,483

Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed route)
 4,381

Number of new shared stops with other transit providers (reducing fragmentation in transit services)
 0

Is this project supporting student transportation?
 No

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

4.2 Allocation of STIF funds by project

Please identify what percentage of this STIF project budget is allocated to each of the criteria listed below by fiscal year.

Note: More information about requirements for criterion #7 can be found in [OAR 732-042-0015\(3\)\(j\)](#). More information about requirements for criterion #8 can be found in [OAR 732-042-0010\(1\)\(a\)](#).

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between public transportation service providers to reduce fragmentation in the provision of transportation services.

7. Implementation of programs to provide student transit service for students in grades 9-12.

8. Services for older adults and people with disabilities.

FY 2026 STIF Total
\$310,068.00

FY 2027 STIF Total
\$311,446.00

FY 2028 STIF Total
\$0.00

FY 2029 STIF Total
\$0.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply to this project, fill in with zeros. Do not add or remove any criteria from the table.

Criterion	FY 2026	FY 2027	FY 2028	FY 2029
Criterion 1	10%	10%		
Criterion 2	10%	10%		
Criterion 3	0%	0%		
Criterion 4	0%	0%		
Criterion 5	10%	10%		
Criterion 6	10%	10%		
Criterion 7	10%	10%		
Criterion 8	50%	50%		
	100.00%	100.00%	0.00%	0.00%

4.3 Oregon Public Transportation Plan Goals

Select at least one goal.

For more information about these goals, please refer to page eight of the [Oregon Public Transportation Plan](#).

Select the OPTP goals that apply to your STIF Plan Projects.

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security

- Goal 7: Environmental Sustainability
- Goal 8: Land Use
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

Project Name

Transit Operations Support - Weekdays

Subrecipient Project Total

\$621,514.00

*Includes Prior Biennia STIF
Funds and Prior Biennia Interest
Accrued (FY 23-25)*

FY 2026 STIF Project Total

\$310,068.00

*Includes Prior Biennia
STIF Funds and Prior
Biennia Interest
Accrued (FY 23-25)*

FY 2027 STIF Project Total

\$311,446.00

*Includes Prior Biennia
STIF Funds and Prior
Biennia Interest
Accrued (FY 23-25)*

Funds Supporting Student Transportation

FY 2026 STIF Funds supporting student transportation

\$31,006.80

FY 2027 STIF Funds supporting student transportation

\$31,144.60

FY 2026 percent of STIF Funds supporting student transportation

10%

FY 2027 percent of STIF Funds supporting student transportation

10%

Funds Supporting Older and Disabled Persons Transportation

FY 2026 STIF Funds supporting older and disabled persons transportation

\$155,034.00

FY 2027 STIF Funds supporting older and disabled persons transportation

\$155,723.00

FY 2026 percent of STIF Funds supporting older and disabled persons transportation

FY 2027 percent of STIF Funds supporting older and disabled persons

50%

transportation
50%

Funds from Previous Biennia

**FY 2026 STIF Funds
From Previous Cycle**
\$0.00

*The total of Prior Biennia
STIF Funds and Prior
Biennia Interest
Accrued (FY 23-25)*

**FY 2027 STIF Funds
From Previous Cycle**
\$0.00

*The total of Prior Biennia
STIF Funds and Prior
Biennia Interest
Accrued (FY 23-25)*

Project 5

Subrecipient or Qualified Entity Name

City of Woodburn

Project Name

Reserves - Payroll

Limit 50 characters

Project Description

Reserve funds will be used to preserve the City's Fixed Route and Demand Response services and ensure that continued and expanded service levels are maintained. If one or more vehicle is needed for the Transit fleet, a portion of Reserves will be used for the purchase. Reserves may be used to purchase needed bus shelters.

Limit 1000 Characters

Project using planned carry forward funding:

Do you plan to set aside funding that you receive during this biennium to pay for expenses related to this project in a future biennium?

- Yes
- No

Please be aware that you will need to add a new project for each planned carry forward expense. For example, if you intend to use carry forward funds to (1) accumulate sufficient funds for a capital project that costs more than can be funded during a single STIF Formula funding cycle; (2) make bond payments on the acquisition of a capital asset; and (3) pay for a planning expense during the next biennium, you will need to add a project for each of these planned uses of your carry forward funding.

Percent of project budget in district

0%

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service

Maintain Service

10%

90%

Please explain why all or part of this project is maintaining an existing service.

Reserves are available in cases of unexpected existing and new operations or capital costs.

Limit 500 Characters

Local Plan this project is derived from:

STIF Plan FY 2023-25 and Woodburn Transit Development Plan

Multi-Phase Project

Is your project part of a larger multi-phase project?

No

4.1.1 Project Scope

Task 1

Task Description

Payroll-based Reserves including new STIF funds, prior biennia carryforward interest and reserves. A portion of these funds may be used as matching funds, including for vehicle purchases.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00

- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Program Reserve Task Category

Task Category Amount

\$656,987.00

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$121,530.00	\$121,535.00			\$243,065.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00

Prior Biennia STIF Funds	\$298,382.00	\$0.00	\$298,382.00
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Prior Biennia Interest Accrued	\$115,540.00	\$0.00	\$115,540.00
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\$535,452.00	\$121,535.00	\$0.00	\$0.00	\$656,987.00
--------------	--------------	--------	--------	--------------

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

4.2 Allocation of STIF funds by project

Please identify what percentage of this STIF project budget is allocated to each of the criteria listed below by fiscal year.

Note: More information about requirements for criterion #7 can be found in [OAR 732-042-0015\(3\)\(j\)](#). More information about requirements for criterion #8 can be found in [OAR 732-042-0010\(1\)\(a\)](#).

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between public transportation service providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.

8. Services for older adults and people with disabilities.

FY 2026 STIF Total	FY 2027 STIF Total	FY 2028 STIF Total	FY 2029 STIF Total
\$535,452.00	\$121,535.00	\$0.00	\$0.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply to this project, fill in with zeros. Do not add or remove any criteria from the table.

Criterion	FY 2026	FY 2027	FY 2028	FY 2029
Criterion 1	15%	15%		
Criterion 2	15%	15%		
Criterion 3	5%	5%		
Criterion 4	0%	0%		
Criterion 5	15%	15%		
Criterion 6	15%	15%		
Criterion 7	25%	25%		
Criterion 8	10%	10%		
	100.00%	100.00%	0.00%	0.00%

4.3 Oregon Public Transportation Plan Goals

Select at least one goal.

For more information about these goals, please refer to page eight of the [Oregon Public Transportation Plan](#).

Select the OPTP goals that apply to your STIF Plan Projects.

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability

- Goal 8: Land Use
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

Project Name

Reserves - Payroll

Subrecipient Project Total

\$656,987.00

Includes Prior Biennia STIF

Funds and Prior Biennia Interest

Accrued (FY 23-25)

FY 2026 STIF Project

Total

\$535,452.00

Includes Prior Biennia

STIF Funds and Prior

Biennia Interest

Accrued (FY 23-25)

FY 2027 STIF Project

Total

\$121,535.00

Includes Prior Biennia

STIF Funds and Prior

Biennia Interest

Accrued (FY 23-25)

Funds Supporting Student Transportation

FY 2026 STIF Funds supporting student transportation

\$133,863.00

FY 2027 STIF Funds supporting student transportation

\$30,383.75

FY 2026 percent of STIF Funds supporting student transportation

25%

FY 2027 percent of STIF Funds supporting student transportation

25%

Funds Supporting Older and Disabled Persons Transportation

FY 2026 STIF Funds supporting older and disabled persons transportation

\$53,545.20

FY 2027 STIF Funds supporting older and disabled persons transportation

\$12,153.50

FY 2026 percent of STIF Funds supporting older and disabled persons transportation

10%

FY 2027 percent of STIF Funds supporting older and disabled persons transportation

10%

10%

Funds from Previous Biennia

FY 2026 STIF Funds From Previous Cycle	FY 2027 STIF Funds From Previous Cycle
\$413,922.00	\$0.00
<i>The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>	<i>The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>

Project 6

Subrecipient or Qualified Entity Name

City of Woodburn

Project Name

Reserves- Population-Based

Limit 50 characters

Project Description

Population-based Reserves, including carryforward from prior biennia.

Limit 1000 Characters

Project using planned carry forward funding:

Do you plan to set aside funding that you receive during this biennium to pay for expenses related to this project in a future biennium?

Yes

No

Please be aware that you will need to add a new project for each planned carry forward expense. For example, if you intend to use carry forward funds to (1) accumulate sufficient funds for a capital project that costs more than can be funded during a single STIF Formula funding cycle; (2) make bond payments on the acquisition of a capital asset; and (3) pay for a planning expense during the next biennium, you will need to add a project for each of these planned uses of your carry forward funding.

Percent of project budget in district

0%

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service

0%

Maintain Service

100%

Please explain why all or part of this project is maintaining an existing service.

Reserves are available in cases of unexpected existing demand response operational or capital costs.

Limit 500 Characters

Local Plan this project is derived from:

STIF Plan FY 2023-25 and Woodburn Transit Development Plan

Multi-Phase Project

Is your project part of a larger multi-phase project?

No

4.1.1 Project Scope

Task 1

Task Description

Population-based Reserves, including carryforward from prior biennia. Preserve WTS services that benefit seniors and individuals with disabilities. A portion of these funds may be used as matching funds to leverage other funding awards.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00

- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Program Reserve Task Category

Task Category Amount

\$90,172.00

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$0.00	\$0.00			\$0.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00

Prior Biennia STIF Funds	\$90,172.00	\$0.00		\$90,172.00
Prior Biennia Interest Accrued	\$0.00	\$0.00		\$0.00
	\$90,172.00	\$0.00	\$0.00	\$0.00
				\$90,172.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

4.2 Allocation of STIF funds by project

Please identify what percentage of this STIF project budget is allocated to each of the criteria listed below by fiscal year.

Note: More information about requirements for criterion #7 can be found in [OAR 732-042-0015\(3\)\(j\)](#). More information about requirements for criterion #8 can be found in [OAR 732-042-0010\(1\)\(a\)](#).

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between public transportation service providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.

8. Services for older adults and people with disabilities.

FY 2026 STIF Total	FY 2027 STIF Total	FY 2028 STIF Total	FY 2029 STIF Total
\$90,172.00	\$0.00	\$0.00	\$0.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply to this project, fill in with zeros. Do not add or remove any criteria from the table.

Criterion	FY 2026	FY 2027	FY 2028	FY 2029
Criterion 1	15%	15%		
Criterion 2	15%	15%		
Criterion 3	5%	5%		
Criterion 4	0%	0%		
Criterion 5	15%	15%		
Criterion 6	15%	15%		
Criterion 7	15%	15%		
Criterion 8	20%	20%		
	100.00%	100.00%	0.00%	0.00%

4.3 Oregon Public Transportation Plan Goals

Select at least one goal.

For more information about these goals, please refer to page eight of the [Oregon Public Transportation Plan](#).

Select the OPTP goals that apply to your STIF Plan Projects.

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability

- Goal 8: Land Use
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

Project Name

Reserves- Population-Based

Subrecipient Project Total

\$90,172.00

Includes Prior Biennia STIF

Funds and Prior Biennia Interest

Accrued (FY 23-25)

FY 2026 STIF Project

Total

\$90,172.00

Includes Prior Biennia

STIF Funds and Prior

Biennia Interest

Accrued (FY 23-25)

FY 2027 STIF Project

Total

\$0.00

Includes Prior Biennia

STIF Funds and Prior

Biennia Interest

Accrued (FY 23-25)

Funds Supporting Student Transportation

FY 2026 STIF Funds supporting student transportation

\$13,525.80

FY 2027 STIF Funds supporting student transportation

\$0.00

FY 2026 percent of STIF Funds supporting student transportation

15%

Funds Supporting Older and Disabled Persons Transportation

FY 2026 STIF Funds supporting older and disabled persons transportation

\$18,034.40

FY 2027 STIF Funds supporting older and disabled persons transportation

\$0.00

FY 2026 percent of STIF Funds supporting older and disabled persons transportation

20%

Funds from Previous Biennia

FY 2026 STIF Funds From Previous Cycle \$90,172.00 <i>The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>	FY 2027 STIF Funds From Previous Cycle \$0.00 <i>The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>
--	---

5. All Projects Totals

Subrecipient Projects Grand Total \$2,596,673.00 Subrecipient Projects Grand Total: <i>Includes Subrecipient Pro jects Total, as well as Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23- 25)</i>	Planned Carried Forward \$0.00 Planned Carry Forward Total: <i>The total amount of funding that is set aside to pay for project expenses in a future biennium.</i>	Amount in District \$0.00	Amount out of District \$2,596,673.00
---	--	-------------------------------------	---

Subrecipient Projects Total
\$1,944,079.00

Subrecipient Projects Total: This does not include Prior Biennia STIF Funds or Prior Biennia Interest Accrued (FY 23-25).

FY 2026 Total Prior Biennia Funds \$652,594.00 <i>The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>	FY 2027 Total Prior Biennia Funds \$0.00 <i>The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>
--	--

FY 2026 Total STIF Funds \$1,631,692.00	FY 2027 Total STIF Funds \$964,981.00
---	---

FY 2026 Student STIF Funds \$240,045.60	FY 2027 Student STIF Funds \$124,978.35
---	---

FY 2026 Percent of STIF Funds supporting student transportation	FY 2027 Percent of STIF Funds supporting student transportation
--	--

14.71%

12.95%

FY 2026 Older and Disabled Persons STIF Funds
\$399,313.60

FY 2027 Older and Disabled Persons STIF Funds
\$252,476.50

FY 2026 Percent of STIF Funds supporting older and disabled persons transportation
24.47%

FY 2027 Percent of STIF Funds supporting older and disabled persons transportation
26.16%

By signing below, I certify that I am authorized to submit this Subrecipient Project Application to Salem Area Mass Transit District on behalf of City of Woodburn.

Name of authorized representative

Kathleen McClaskey

Title of authorized representative

Transit Manager

Signature

Signature Date

10/25/2024

Kathleen McClaskey



STIF Plan 2023-25

- [STIF Program Guidebook](#)
- [STIF Plan Application Instructions](#)

For alternative formats / accessibility questions please reach out to:

The Regional Transit Coordinator in your region or Brian Roth: brian.roth@odot.oregon.gov

1. Qualified Entity

Qualified Entity Name

Salem Area Mass Transit District

Qualified Entity Address

555 Court St. NE, Suite 5230, Salem, Oregon 97301

STIF Plan Contact Name

Peggy Greene

STIF Plan Contact Title

Grants Administrator

STIF Plan Contact Email

peggy.greene@cherriots.org

STIF Plan Contact Phone Number

(503) 361-7530

Employer Identification Number (EIN)

93-0793128

Will any of the projects in this STIF Plan use funds jointly managed with one or more other Qualified Entities?

No

1.2 Sub-Recipients in STIF Plan

Provider 1

Are any Sub-Recipients included in this STIF Plan?

Yes

Provider Name

Salem Area Mass Transit District

Sub-Recipient Contact Name

Peggy Greene

Sub-Recipient Contact Title

Grants Administrator

Sub-Recipient Phone Number

(503) 361-7530

Sub-Recipient Email

peggy.greene@cherriots.org

Sub-Recipient Type
Transportation District

Sub-Recipient Employer Identification Number
(EIN)
93-0793128

Sub-Recipient Website
cherriots.org

2. Advisory Committees

2.1 Advisory Committee Website

By checking this box, I agree that all Advisory Committee requirements of OARs 732-040-0030, 732-040-0035 and 732-042-0020 have been met, including, but not limited to: required constituencies, written bylaws, public meetings, and STIF Plan project review and prioritization.

Yes

Advisory Committee Web Address

<https://www.cherriots.org/STIFAC/>

If this information is not available on a website, you must upload other documentation that demonstrates how Advisory Committee information was published.



[MINUTES STIFAC 2022-11-15.pdf](#)

0.1 MB



[November 2022 STIFAC Roster.pdf](#)

0.2 MB



[2022-12-16 STIFAC Agenda.pdf](#)

0.1 MB



[MINUTES STIFAC 2022-12-16.pdf](#)

0.1 MB



[STIFAC Bylaws - Updated 4-27-2022.pdf](#)

0.1 MB



Did the QE's Advisory Committee or Governing Body convene an optional work group as outlined in OAR 732-040-0030?

No

3. Local Plan Compliance

3.1 Existing Local Plans from which project(s) are derived.

Local Plan 1

Local Plan Name	Governing Body that adopted Local Plan	Plan Adoption Date
Coordinated Public Transit Human Services Transportation Plan	SAMTD Board of Directors	9/9/2019

Local Plan Web Address
https://www.cherriots.org/media/doc/Coordinated_Plan_9-9-19_w_correct_page_numbers__appendices.pdf

Upload copy of Local Plan if it is not available on a website.

Local Plan 2

Local Plan Name	Governing Body that adopted Local Plan	Plan Adoption Date
Silverton Transportation System Plan	Silverton City Council	10/5/2020

Local Plan Web Address
https://www.silverton.or.us/DocumentCenter/View/6993/SilvertonTSP_Volume1_Adopted_2020

Upload copy of Local Plan if it is not available on a website.

3.2 Local Plan requirements

I agree that all Local Plans are consistent with the STIF requirements specified in OAR 732-040-0005(18)

Yes

4. Accountability

4.1 Accountability methods

By checking this box, I affirm that all of the necessary policies and procedures are in place to provide reasonable assurance that compliance with OAR 732, Divisions 40 and 42 is met, and to achieve the goals and outcomes specified in this STIF Plan, including, but not limited to: program and financial management, operations management, procurement, use and maintenance of equipment, records retention, compliance with state and federal laws, civil rights, and compliance with ADA.

Yes

By checking this box, I affirm that all of the necessary policies and procedures are in place to provide reasonable assurance that compliance of all Sub-Recipients with OAR 732, Divisions 40 and 42 is met to achieve the goals and outcomes specified in this STIF Plan, address deficiencies in Sub-Recipient performance, and to provide reasonable assurance that the Qualified Entity can accomplish the applicable requirements of these rules, including but not limited to: audit and compliance requirements, accounting requirements, capital asset requirements, and reporting requirements.

Yes

4.2 Sub-Allocation method

By checking this box, I affirm that all data used to develop the sub-allocation method was shared with each Public Transportation Service Provider and other potential sub-recipients, as relevant.

Yes

Describe the Qualified Entity's method for sub-allocating STIF Formula Fund moneys and the collaborative process used to work with Public Transportation Service Providers and other potential Sub-Recipients, as relevant, to develop the sub-allocation method.

The attached allocation methodology was used to determine the distribution targets for the Statewide Transportation Improvement Fund (STIF) for the biennium 2023-2025 and distributed by email to entities on Thursday, September 15, 2022. Based on the original methodology and collaboration for the first biennium of the STIF Plan, SAMTD's method for sub-allocating STIF Formula funds to Public Transportation Service Providers (PTSP) was agreed upon by all PTSPs that have existing services in Marion and Polk Counties in August 2018. Meetings with the two cities were held in January and August 2018 and the allocation method was discussed at the August 1, 2018, STIF Advisory Committee meeting with no concerns raised by the committee members. This method was agreed upon by all PTSPs who received funding from SAMTD as the Qualified Entity, and the STIF Advisory Committee at their October 3, 2018 meeting. Due to the support of this methodology, SAMTD continues with this sub-allocation method.

Upload Response

4.3 High Percentage of Low-Income Households

Explain how the STIF Plan defines and identifies communities with a high percentage of Low-Income Households.

The STIF Plan defines High Percentage of Low-Income Households as the area within Marion and Polk counties where households fall below the 200% poverty level as defined by DHHS poverty guidelines. These communities are identified by calculating an average, using geographic information, and analysis of the Census block percentage to the region's average. Transportation improvements benefiting Low-Income Households include services that connect individuals from Low-Income Households with employment, education, social centers, places of worship, and other services. Improvements benefiting Low-Income Households may be demonstrated with: Fare programs that have a positive benefit; New route miles/hours that provide service improvements; Purchases of new capital equipment or construction of new facilities in areas that have a demonstrated positive impact for these households; or Any combination of these improvements that result in an overall improvement of service to Low-Income Households.

Upload Response



[STIF Plan-High Percentage of Low-Inc...](#)
67 KB



5. STIF Plan Period and Adoption

5.1 Period Covered By STIF Plan

Provide start and end dates for projects proposed for funding in this STIF Plan. The earliest possible start date is July 1, 2023.

Start Date:	End Date
7/1/2023	6/30/2025

5.2 STIF Plan Adoption

STIF Plan Advisory Committee recommendation date	STIF Plan Governing Body adoption date
11/15/2022	12/15/2022

Website where Governing Body adoption document is located

<https://www.cherriots.org/boardarchive/>

Upload Governing Body adoption document if website is unavailable.

Did the Governing Body modify the Advisory Committee's recommended STIF Plan?

No

6. Projects

Would you like to upload any approved Sub-Recipient Project Applications for this STIF Plan?

Yes

6.1 Project Detail Entry

Sub-Recipient 1

Upload Project Application Here



PTSP Project - SAMTD.pdf

0.3 MB



Sub-Recipient Name

Salem Area Mass Transit District

Is this project intended for services benefiting seniors and individuals with disabilities (formerly STF)?

Yes

Sub-Recipient Project Application Total	Amount Carried Forward
\$36,139,445.00	\$0.00

Amount in District	Amount out of District
\$30,399,062.00	\$5,740,383.00

FY 2024 Total STIF Funds	FY 2025 Total STIF Funds
\$10,313,231.00	\$11,792,543.00
FY 2024 Student STIF Funds	FY 2025 Student STIF Funds
\$511,905.33	\$600,196.95
FY 2024 Percent of STIF Funds supporting student transportation	FY 2025 Percent of STIF Funds supporting student transportation
5%	5%
FY 2024 Older and Disabled Persons STIF Funds	FY 2025 Older and Disabled Persons STIF Funds
\$3,642,647.30	\$3,946,294.70
FY 2024 Total STIF Funds From Previous Cycle	FY 2025 Total STIF Funds From Previous Cycle
\$13,511,111.00	\$522,560.00

Sub-Recipient 2

Upload Project Application Here



[PTSP Project - City of Woodburn.pdf](#)

0.3 MB



Sub-Recipient Name

City of Woodburn

Is this project intended for services benefiting seniors and individuals with disabilities (formerly STF)?

Yes

Sub-Recipient Project Application Total	Amount Carried Forward
\$2,477,347.00	\$0.00

FY 2024 Total STIF Funds	FY 2025 Total STIF Funds
\$927,198.00	\$976,609.00

FY 2024 Student STIF Funds \$69,000.20	FY 2025 Student STIF Funds \$82,691.80
FY 2024 Percent of STIF Funds supporting student transportation 7%	FY 2025 Percent of STIF Funds supporting student transportation 8%
FY 2024 Older and Disabled Persons STIF Funds \$298,640.40	FY 2025 Older and Disabled Persons STIF Funds \$279,543.60
FY 2024 Total STIF Funds From Previous Cycle \$573,540.00	FY 2025 Total STIF Funds From Previous Cycle \$0.00

Sub-Recipient 3

Upload Project Application Here



[PTSP Project - City of Silverton.pdf](#)
0.2 MB



Sub-Recipient Name

City of Silverton

Is this project intended for services benefiting seniors and individuals with disabilities (formerly STF)?

Yes

Sub-Recipient Project Application Total	Amount Carried Forward
\$822,690.32	\$0.00

FY 2024 Total STIF Funds \$220,483.00	FY 2025 Total STIF Funds \$231,816.00
--	--

FY 2024 Student STIF Funds \$3,947.74	FY 2025 Student STIF Funds \$4,146.82
--	--

FY 2024 Percent of STIF Funds supporting student transportation
2%

FY 2025 Percent of STIF Funds supporting student transportation
2%

FY 2024 Older and Disabled Persons STIF Funds
\$42,834.70

FY 2025 Older and Disabled Persons STIF Funds
\$45,209.10

FY 2024 Total STIF Funds From Previous Cycle
\$370,391.32

FY 2025 Total STIF Funds From Previous Cycle
\$0.00

Sub-Recipient 4

Upload Project Application Here



[PTSP Project - West Valley Health Foundation.pdf](#)
0.2 MB



Sub-Recipient Name

West Valley Health Foundation

Is this project intended for services benefiting seniors and individuals with disabilities (formerly STF)?

Yes

Sub-Recipient Project Application Total
\$60,207.00

Amount Carried Forward
\$0.00

FY 2024 Total STIF Funds
\$29,231.00

FY 2025 Total STIF Funds
\$30,976.00

FY 2024 Student STIF Funds
\$0.00

FY 2025 Student STIF Funds
\$0.00

FY 2024 Percent of STIF Funds supporting student transportation
0%

FY 2025 Percent of STIF Funds supporting student transportation
0%

FY 2024 Older and Disabled Persons STIF Funds
\$29,231.00

FY 2025 Older and Disabled Persons STIF Funds
\$30,976.00

FY 2024 Total STIF Funds From Previous Cycle
\$0.00

FY 2025 Total STIF Funds From Previous Cycle
\$0.00

6.1 Project Detail Entry

7. STIF Plan Summary

STIF Plan Grand Total	Amount Carried Forward	Amount in District	Amount out of District
\$39,499,689.32	\$0.00	\$30,399,062.00	\$9,100,627.32

STIF Revenue Totals for Plan Period
\$24,522,087.00

FY 2024 Total STIF Funds From Previous Cycle	FY 2025 Total STIF From Previous Cycle
\$14,455,042.32	\$522,560.00

FY 2024 Total STIF Funds	FY 2025 Total STIF Funds
\$11,490,143.00	\$13,031,944.00

FY 2024 Student STIF Funds	FY 2025 Student STIF Funds
\$584,853.27	\$687,035.57

FY 2024 Percent of STIF Funds supporting student transportation	FY 2025 Percent of STIF Funds supporting student transportation
5.09%	5.27%

FY 2024 Older and Disabled Persons STIF Funds	FY 2025 Older and Disabled Persons STIF Funds
\$4,013,353.40	\$4,302,023.40

Effective Date

This STIF Plan shall become effective as of the date it is approved by the Oregon Transportation Commission and it shall terminate as of the end date specified in Section 5 of the approved STIF Plan.

Signature

This STIF Plan serves as a legally binding agreement between the Qualified Entity and the State of Oregon, acting by and through its Department of Transportation.

Download the signature page here:

[STIF Plan Signature Page](#)

Upload signature page here.



[STIFPlanSignaturePage.pdf](#)

0.5 MB



PTSP Project Template Submission from City of Woodburn

1 message

City of Woodburn <notifications@cognitofrms.com>
Reply-To: scott.derickson@ci.woodburn.or.us
To: peggy.greene@cherriots.org

Fri, Oct 25, 2024 at 12:16 PM



City of Woodburn

Subrecipient Project Application 2025-27

Entry Details

1. Subrecipient Information

SERVICE PROVIDER NAME	City of Woodburn
SERVICE PROVIDER CONTACT NAME	Scott Derickson
SERVICE PROVIDER CONTACT TITLE	City Administrator
SERVICE PROVIDER PHONE NUMBER	(503) 982-5228
SERVICE PROVIDER EMAIL	scott.derickson@ci.woodburn.or.us
SERVICE PROVIDER TYPE	City
EMPLOYER IDENTIFICATION NUMBER (EIN)	93-6002282
SERVICE PROVIDER WEBSITE	https://www.woodburn-or.gov/transit

2. Qualified Entity representing Subrecipient

QUALIFIED ENTITY NAME	Salem Area Mass Transit District
STIF PLAN CONTACT NAME	Peggy Greene
STIF PLAN CONTACT TITLE	Grants Administrator

STIF PLAN CONTACT PHONE NUMBER (503) 361-7530

STIF PLAN CONTACT EMAIL peggy.greene@cherriots.org

END DATE OF QE STIF PLAN 6/30/2027

3. Local Plan Compliance

3.1 Existing Local Plans from which project(s) are derived.

Local Plan 1

LOCAL PLAN NAME STIF Plan FY 2023-25

GOVERNING BODY THAT ADOPTED LOCAL PLAN STIF Advisory Committee

PLAN ADOPTION DATE 1/23/2023

UPLOAD COPY OF LOCAL PLAN IF IT'S NOT AVAILABLE ON A WEBSITE. Exhibit C QE STIF Plan 2023-2025.pdf

Local Plan 2

LOCAL PLAN NAME Woodburn Transit Development Plan

GOVERNING BODY THAT ADOPTED LOCAL PLAN Woodburn City Council

PLAN ADOPTION DATE 6/26/2023

LOCAL PLAN WEB ADDRESS https://www.woodburn-or.gov/sites/default/files/fileattachments/transit/page/11497/woodburn_transit_development_plan_final_2023_06_06.pdf

3.2 Local Plan requirements

I AGREE THAT THE LOCAL PLAN(S), EITHER SEPARATELY OR TOGETHER, CONTAIN ALL OF THE INFORMATION REQUIRED BY OAR 732-040-0005(19). Yes

4. Projects

4.1 Project Detail Entry

Project 1

SUBRECIPIENT OR QUALIFIED ENTITY NAME City of Woodburn

PROJECT NAME WTS Weekend, Expanded Weekday, Medical Services

PROJECT DESCRIPTION Maintains Woodburn Transit Services' (WTS) Weekend, Expanded Weekday (Express Route), and Out-of-Town Medical Transportation services. The project will maintain current fixed route and demand response hours of operation.

DO YOU PLAN TO SET ASIDE FUNDING THAT YOU RECEIVE DURING THIS BIENNIUM TO PAY FOR EXPENSES RELATED TO THIS PROJECT IN A FUTURE BIENNIUM? No

PERCENT OF PROJECT BUDGET IN DISTRICT 0%

Project budget share to improve, expand or maintain public transportation service

IMPROVE OR EXPAND SERVICE 0%

MAINTAIN SERVICE 100%

PLEASE EXPLAIN WHY ALL OR PART OF THIS PROJECT IS MAINTAINING AN EXISTING SERVICE. WTS plans to maintain services funded by the STIF FY 23-25 Plan. Current services have high ridership, are fare-free, and will continue to benefit residents.

LOCAL PLAN THIS PROJECT IS DERIVED FROM: STIF Plan FY 2023-25 and Woodburn Transit Development Plan

Multi-Phase Project

IS YOUR PROJECT PART OF A LARGER MULTI-PHASE PROJECT? No

4.1.1 Project Scope

Task 1

TASK DESCRIPTION Fixed Route Weekend Service: operates within city limits on Saturdays, 9:00 a.m.- 5:00 p.m., and Sundays, 9:00 - 3:00 p.m. This task provides resources for drivers, service coordination, administration, vehicle maintenance, fuel, overhead, and necessary supplies.

IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES? No

IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT? No

CATEGORY Operations 30.09.00 (State Operating Assistance)

SPECIFY THE MODE THAT THIS TASK WILL SUPPORT. Fixed Route

Operations Task Category

TASK CATEGORY AMOUNT \$63,000.00

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE STIF Population Funds

FY 2026 \$0.00

FY 2027 \$0.00

TOTAL \$0.00

Fund Source 2

FUND TYPE STIF Payroll Funds

FY 2026 \$31,000.00

FY 2027 \$32,000.00

TOTAL \$63,000.00

Fund Source 3

FUND TYPE Federal

FY 2026 \$0.00

FY 2027 \$0.00

TOTAL \$0.00

Fund Source 4

FUND TYPE Other State

FY 2026 \$0.00

FY 2027 \$0.00

TOTAL	\$0.00
Fund Source 5	
FUND TYPE	Local
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 6	
FUND TYPE	Other Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 7	
FUND TYPE	Prior Biennia STIF Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 8	
FUND TYPE	Prior Biennia Interest Accrued
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
FY 2026	\$31,000.00
FY 2027	\$32,000.00
TOTAL	\$63,000.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. Yes

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. No

4.1.3 Outcome Measures

Minimum required measures for operations tasks

REVENUE MILES	22,850
REVENUE HOURS	1,466.00
RIDES	17,026
NUMBER OF PEOPLE WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE)	28,483
NUMBER OF LOW-INCOME HOUSEHOLDS WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE)	4,381
NUMBER OF NEW SHARED STOPS WITH OTHER TRANSIT PROVIDERS (REDUCING FRAGMENTATION IN TRANSIT SERVICES)	0
IS THIS PROJECT SUPPORTING STUDENT TRANSPORTATION?	Yes

Choose at least one

OPERATIONS	Number of students in grades 9-12 attending a school served by transit
NUMBER OF STUDENTS IN GRADES 9-12 ATTENDING A SCHOOL SERVED BY TRANSIT	1,716

Task 2

TASK DESCRIPTION

Non-Medical Dial-a-Ride Weekend Service: operates within city limits on Saturdays, 9:00 a.m.- 5:00 p.m. and Sundays, 9:00 - 3:00 p.m. This task provides resources for drivers, service coordination, administration, vehicle maintenance, fuel, overhead, and necessary supplies.

IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES?

Yes

IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT?

No

CATEGORY Operations 30.09.00 (State Operating Assistance)

SPECIFY THE MODE THAT THIS TASK WILL SUPPORT. Demand Response

Operations Task Category

TASK CATEGORY AMOUNT \$93,000.00

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE STIF Population Funds

FY 2026 \$0.00

FY 2027 \$0.00

TOTAL \$0.00

Fund Source 2

FUND TYPE STIF Payroll Funds

FY 2026 \$46,000.00

FY 2027 \$47,000.00

TOTAL \$93,000.00

Fund Source 3

FUND TYPE Federal

FY 2026 \$0.00

FY 2027 \$0.00

TOTAL \$0.00

Fund Source 4

FUND TYPE	Other State
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 5

FUND TYPE	Local
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 6

FUND TYPE	Other Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 7

FUND TYPE	Prior Biennia STIF Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 8

FUND TYPE	Prior Biennia Interest Accrued
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

FY 2026 \$46,000.00

FY 2027 \$47,000.00

TOTAL \$93,000.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. Yes

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. No

4.1.3 Outcome Measures

Minimum required measures for operations tasks

REVENUE MILES 9,268

REVENUE HOURS 2,982.00

RIDES 1,581

NUMBER OF PEOPLE WITH ACCESS TO TRANSIT (WITHIN 1/2 MILE OF TRANSIT STOP FOR FIXED ROUTE) 28,483

NUMBER OF LOW-INCOME HOUSEHOLDS WITH ACCESS TO TRANSIT (WITHIN 1/2 MILE OF TRANSIT STOP FOR FIXED ROUTE) 4,381

NUMBER OF NEW SHARED STOPS WITH OTHER TRANSIT PROVIDERS (REDUCING FRAGMENTATION IN TRANSIT SERVICES) 0

IS THIS PROJECT SUPPORTING STUDENT TRANSPORTATION? No

Task 3

TASK DESCRIPTION	Express Weekday (Expanded Weekday): a fixed route 30-minute city-wide loop that makes fewer stops than the standard 60-minute Fixed Loop route. Operates Monday through Friday, 8 a.m.-6 p.m. The Express Route is a popular service, serving students, adults & seniors. Ridership has continued to grow over the 4 years since the start of the pandemic - when the Express Route served as the City's primary weekday fixed route. This task provides resources for drivers, service coordination, administration, vehicle maintenance, fuel, overhead, and other necessary supplies.
IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES?	No
IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT?	No
CATEGORY	Operations 30.09.00 (State Operating Assistance)
SPECIFY THE MODE THAT THIS TASK WILL SUPPORT.	Fixed Route

Operations Task Category

TASK CATEGORY AMOUNT	\$542,000.00
-----------------------------	--------------

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE	STIF Population Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 2

FUND TYPE	STIF Payroll Funds
FY 2026	\$267,000.00
FY 2027	\$275,000.00

TOTAL	\$542,000.00
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Fund Source 3

FUND TYPE	Federal
-----------	---------

FY 2026	\$0.00
---------	--------

FY 2027	\$0.00
---------	--------

TOTAL	\$0.00
-------	--------

Fund Source 4

FUND TYPE	Other State
-----------	-------------

FY 2026	\$0.00
---------	--------

FY 2027	\$0.00
---------	--------

TOTAL	\$0.00
-------	--------

Fund Source 5

FUND TYPE	Local
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FY 2026	\$0.00
---------	--------

FY 2027	\$0.00
---------	--------

TOTAL	\$0.00
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Fund Source 6

FUND TYPE	Other Funds
-----------	-------------

FY 2026	\$0.00
---------	--------

FY 2027	\$0.00
---------	--------

TOTAL	\$0.00
-------	--------

Fund Source 7

FUND TYPE	Prior Biennia STIF Funds
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FY 2026	\$0.00
---------	--------

FY 2027	\$0.00
---------	--------

TOTAL	\$0.00
-------	--------

Fund Source 8

FUND TYPE	Prior Biennia Interest Accrued
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
FY 2026	\$267,000.00
FY 2027	\$275,000.00
TOTAL	\$542,000.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. Yes

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. No

4.1.3 Outcome Measures

Minimum required measures for operations tasks

REVENUE MILES	60,692
REVENUE HOURS	4,960.00
RIDES	47,400
NUMBER OF PEOPLE WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE)	28,483
NUMBER OF LOW-INCOME HOUSEHOLDS WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE)	4,381
NUMBER OF NEW SHARED STOPS WITH OTHER TRANSIT PROVIDERS (REDUCING FRAGMENTATION IN TRANSIT SERVICES)	0

IS THIS PROJECT SUPPORTING STUDENT TRANSPORTATION? Yes

Choose at least one

OPERATIONS Number of students in grades 9-12 attending a school served by transit

NUMBER OF STUDENTS IN GRADES 9-12 ATTENDING A SCHOOL SERVED BY TRANSIT 1,716

Task 4

TASK DESCRIPTION Out of Town Medical Transportation: This demand response service provides transportation to Woodburn's elderly and disabled residents who are unable to use the City's Fixed Route transit services. Drivers transport passengers to out-of-town medical appointments at medical facilities in Portland and Salem. This service provides a crucial transportation option to vulnerable residents, allowing them greater independence than they would otherwise have and continues to be popular among City Residents. This task provides resources for drivers, service coordination, administration, volunteer mileage reimbursements, vehicle maintenance, fuel, overhead, and other necessary supplies. Prior biennia funding from FY 24 & 25 are available to carryforward, as prior biennia funding from FY 22 & 23 was used then.

IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES? Yes

IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT? No

CATEGORY Operations 30.09.00 (State Operating Assistance)

SPECIFY THE MODE THAT THIS TASK WILL SUPPORT. Demand Response

Operations Task Category

TASK CATEGORY AMOUNT \$76,500.00

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE STIF Population Funds

FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 2

FUND TYPE	STIF Payroll Funds
FY 2026	\$7,500.00
FY 2027	\$69,000.00
TOTAL	\$76,500.00

Fund Source 3

FUND TYPE	Federal
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 4

FUND TYPE	Other State
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 5

FUND TYPE	Local
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 6

FUND TYPE	Other Funds
FY 2026	\$0.00

FY 2027 \$0.00

TOTAL \$0.00

Fund Source 7

FUND TYPE Prior Biennia STIF Funds

FY 2026 \$59,500.00

FY 2027 \$0.00

TOTAL \$59,500.00

Fund Source 8

FUND TYPE Prior Biennia Interest Accrued

FY 2026 \$0.00

FY 2027 \$0.00

TOTAL \$0.00

FY 2026 \$67,000.00

FY 2027 \$69,000.00

TOTAL \$136,000.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. Yes

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. Yes

4.1.3 Outcome Measures

Minimum required measures for operations tasks

REVENUE MILES 42,802

REVENUE HOURS 2,420.00

RIDES	2,120
NUMBER OF PEOPLE WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE)	28,483
NUMBER OF LOW-INCOME HOUSEHOLDS WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE)	4,381
NUMBER OF NEW SHARED STOPS WITH OTHER TRANSIT PROVIDERS (REDUCING FRAGMENTATION IN TRANSIT SERVICES)	0
IS THIS PROJECT SUPPORTING STUDENT TRANSPORTATION?	No

4.2 Allocation of STIF funds by project

FY 2026 STIF TOTAL	\$411,000.00
FY 2027 STIF TOTAL	\$423,000.00
FY 2028 STIF TOTAL	\$0.00
FY 2029 STIF TOTAL	\$0.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

1

CRITERION	Criterion 1
FY 2026	20%
FY 2027	20%

2

CRITERION	Criterion 2
FY 2026	20%
FY 2027	20%

3

CRITERION	Criterion 3
------------------	-------------

FY 2026	0%
FY 2027	0%
# 4	
CRITERION	Criterion 4
FY 2026	0%
FY 2027	0%
# 5	
CRITERION	Criterion 5
FY 2026	15%
FY 2027	15%
# 6	
CRITERION	Criterion 6
FY 2026	10%
FY 2027	10%
# 7	
CRITERION	Criterion 7
FY 2026	15%
FY 2027	15%
# 8	
CRITERION	Criterion 8
FY 2026	20%
FY 2027	20%
FY 2026	100.00%
FY 2027	100.00%

4.3 Oregon Public Transportation Plan Goals

SELECT THE OPTP GOALS THAT APPLY TO YOUR STIF PLAN PROJECTS.

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

PROJECT NAME	WTS Weekend, Expanded Weekday, Medical Services
SUBRECIPIENT PROJECT TOTAL	\$834,000.00
FY 2026 STIF PROJECT TOTAL	\$411,000.00
FY 2027 STIF PROJECT TOTAL	\$423,000.00
FY 2026 STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	\$61,650.00
FY 2027 STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	\$63,450.00
FY 2026 PERCENT OF STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	15%
FY 2027 PERCENT OF STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	15%
FY 2026 STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	\$82,200.00
FY 2027 STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	\$84,600.00
FY 2026 PERCENT OF STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	20%
FY 2027 PERCENT OF STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	20%
FY 2026 STIF FUNDS FROM PREVIOUS CYCLE	\$59,500.00
FY 2027 STIF FUNDS FROM PREVIOUS CYCLE	\$0.00

Project 2

SUBRECIPIENT OR QUALIFIED ENTITY NAME City of Woodburn

PROJECT NAME Vehicle Purchase

PROJECT DESCRIPTION Replace aging, high maintenance vehicles. The goal is to maintain safe & reliable transport for WTS riders and lower vehicle repair costs.

DO YOU PLAN TO SET ASIDE FUNDING THAT YOU RECEIVE DURING THIS BIENNIUM TO PAY FOR EXPENSES RELATED TO THIS PROJECT IN A FUTURE BIENNIUM? No

PERCENT OF PROJECT BUDGET IN DISTRICT 0%

Project budget share to improve, expand or maintain public transportation service

IMPROVE OR EXPAND SERVICE 0%

MAINTAIN SERVICE 100%

PLEASE EXPLAIN WHY ALL OR PART OF THIS PROJECT IS MAINTAINING AN EXISTING SERVICE. The vehicle purchase is to maintain the safety and reliability of the current fleet.

LOCAL PLAN THIS PROJECT IS DERIVED FROM: STIF Plan FY 2023-25 and Woodburn Transit Development Plan

Multi-Phase Project

IS YOUR PROJECT PART OF A LARGER MULTI-PHASE PROJECT? No

4.1.1 Project Scope

Task 1

TASK DESCRIPTION Replace vehicle(s) used in WTS services, including Out-of-Town Medical Transportation.

IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES? Yes

IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT? No

CATEGORY

Vehicle Purchase 111-00

BY CHECKING THIS BOX, I AFFIRM THAT ALL PROJECTS REQUESTING FUNDS FOR CAPITAL EXPENSES ARE IN COMPLIANCE WITH THE CAPITAL ASSET REQUIREMENTS OUTLINED IN OAR 732-042-0040.

Yes

WHAT TYPE OF CAPITAL VEHICLE PURCHASES ARE INCLUDED IN THIS TASK?

Replacement

Vehicle Replacement 11.12

Replacement Vehicle Information

1. Vehicles to be Replaced

Vehicle 1

YEAR 2,014

MAKE/MODEL MV1 (#1392)

CATEGORY E (11.XX.15)

VIN 57WMD1A60EM100111

TOTAL SEATS / ADA SEATS 4/1

CURRENT MILES 90,124

Vehicle 2

YEAR 2,011

MAKE/MODEL Dodge Caravan (#1361)

CATEGORY E (11.XX.15)

VIN 2D4RN4DE2AR440155

TOTAL SEATS / ADA SEATS 4/1

CURRENT MILES 92,000

2. Condition of Vehicles

Vehicle 1

VIN 57WMD1A60EM100111

CONDITION	Poor
VEHICLE MAINTENANCE HISTORY (ISSUES, REPAIRS, ETC.)	Many repairs at this 10-year life stage. Made by Hummer, parts are difficult to replace.
Vehicle 2	
VIN	2D4RN4DE2AR440155
CONDITION	Poor
VEHICLE MAINTENANCE HISTORY (ISSUES, REPAIRS, ETC.)	Repairs made to this vehicle have been numerous, including the fuel pump and tank, intake manifold gasket, ider pulley, ignition coil, wheel bearings, and wheelchair ramp.

11.12 Vehicle Information

Vehicle 1	
VEHICLE ALI	11.1X.15 Vans
MAKE/MODEL	ADA minivan
QUANTITY	1
COST EACH	\$92,000.00
TOTAL	\$92,000.00
LENGTH	86"
# OF SEATS / # ADA STATIONS	5/2
# OF SEATS WITH ADA DEPLOYED	5
FUEL SYSTEM	Hybrid-Gas
Vehicle 2	
VEHICLE ALI	11.1X.15 Vans
MAKE/MODEL	Toyota Sienna
QUANTITY	1
COST EACH	\$89,000.00
TOTAL	\$89,000.00
LENGTH	86"

# OF SEATS / # ADA STATIONS	5/2
# OF SEATS WITH ADA DEPLOYED	5
FUEL SYSTEM	Hybrid-Gas
TOTAL	\$181,000.00

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE	STIF Population Funds
FY 2026	\$92,000.00
FY 2027	\$0.00
TOTAL	\$92,000.00

Fund Source 2

FUND TYPE	STIF Payroll Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 3

FUND TYPE	Federal
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 4

FUND TYPE	Other State
FY 2026	\$0.00
FY 2027	\$0.00

TOTAL	\$0.00
Fund Source 5	
FUND TYPE	Local
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 6	
FUND TYPE	Other Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 7	
FUND TYPE	Prior Biennia STIF Funds
FY 2026	\$89,000.00
FY 2027	\$0.00
TOTAL	\$89,000.00
Fund Source 8	
FUND TYPE	Prior Biennia Interest Accrued
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
FY 2026	\$181,000.00
FY 2027	\$0.00
TOTAL	\$181,000.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. Yes

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. No

4.2 Allocation of STIF funds by project

FY 2026 STIF TOTAL \$181,000.00

FY 2027 STIF TOTAL \$0.00

FY 2028 STIF TOTAL \$0.00

FY 2029 STIF TOTAL \$0.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

1

CRITERION Criterion 1

FY 2026 0%

FY 2027 0%

2

CRITERION Criterion 2

FY 2026 0%

FY 2027 0%

3

CRITERION Criterion 3

FY 2026 0%

FY 2027 0%

4

CRITERION Criterion 4

FY 2026	0%
FY 2027	0%
# 5	
CRITERION	Criterion 5
FY 2026	50%
FY 2027	0%
# 6	
CRITERION	Criterion 6
FY 2026	0%
FY 2027	0%
# 7	
CRITERION	Criterion 7
FY 2026	0%
FY 2027	0%
# 8	
CRITERION	Criterion 8
FY 2026	50%
FY 2027	0%
FY 2026	100.00%
FY 2027	0.00%

4.3 Oregon Public Transportation Plan Goals

SELECT THE OPTP GOALS THAT APPLY TO YOUR STIF PLAN PROJECTS.

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

PROJECT NAME	Vehicle Purchase
SUBRECIPIENT PROJECT TOTAL	\$181,000.00
FY 2026 STIF PROJECT TOTAL	\$181,000.00
FY 2027 STIF PROJECT TOTAL	\$0.00
FY 2026 STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	\$0.00
FY 2027 STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	\$0.00
FY 2026 PERCENT OF STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	0%
FY 2026 STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	\$90,500.00
FY 2027 STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	\$0.00
FY 2026 PERCENT OF STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	50%
FY 2026 STIF FUNDS FROM PREVIOUS CYCLE	\$89,000.00
FY 2027 STIF FUNDS FROM PREVIOUS CYCLE	\$0.00

Project 3

SUBRECIPIENT OR QUALIFIED ENTITY NAME	City of Woodburn
PROJECT NAME	Fareless Service for Fixed and Demand Routes

PROJECT DESCRIPTION

The fareless ride policy implemented by the City during the pandemic remains a benefit to passengers travelling in Woodburn and encourages the use of public transit and increasing accessibility. This project will continue to support riders of the City's Fixed and Dial-a-Ride transit services, particularly low-income riders.

DO YOU PLAN TO SET ASIDE FUNDING THAT YOU RECEIVE DURING THIS BIENNIUM TO PAY FOR EXPENSES RELATED TO THIS PROJECT IN A FUTURE BIENNIUM?

No

PERCENT OF PROJECT BUDGET IN DISTRICT

0%

Project budget share to improve, expand or maintain public transportation service

IMPROVE OR EXPAND SERVICE

0%

MAINTAIN SERVICE

100%

PLEASE EXPLAIN WHY ALL OR PART OF THIS PROJECT IS MAINTAINING AN EXISTING SERVICE.

The support of this funding continues to replace fare revenue that supports residents on-going public transportation use, in and out of city limits.

LOCAL PLAN THIS PROJECT IS DERIVED FROM:

STIF Plan FY 2023-25 and Woodburn Transit Development Plan

Multi-Phase Project

IS YOUR PROJECT PART OF A LARGER MULTI-PHASE PROJECT?

No

4.1.1 Project Scope

Task 1

TASK DESCRIPTION

This task allows the City of Woodburn to continue to operate Weekday and Weekend Demand Response services without requiring residents to pay fares, resulting in increased ridership and peace of mind for residents who would otherwise need to consider their own budgetary requirements to run errands, visit professionals, or engage in community services. Riders can still give donations, as they choose.

IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES?

Yes

IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT?

No

CATEGORY

Operations 30.09.00 (State Operating Assistance)

SPECIFY THE MODE THAT THIS TASK WILL SUPPORT.

Fixed Route

Operations Task Category

TASK CATEGORY AMOUNT

\$45,000.00

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE STIF Population Funds

FY 2026 \$22,000.00

FY 2027 \$23,000.00

TOTAL \$45,000.00

Fund Source 2

FUND TYPE STIF Payroll Funds

FY 2026 \$0.00

FY 2027 \$0.00

TOTAL \$0.00

Fund Source 3

FUND TYPE Federal

FY 2026 \$0.00

FY 2027 \$0.00

TOTAL \$0.00

Fund Source 4

FUND TYPE Other State

FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 5

FUND TYPE	Local
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 6

FUND TYPE	Other Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 7

FUND TYPE	Prior Biennia STIF Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 8

FUND TYPE	Prior Biennia Interest Accrued
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

FY 2026	\$22,000.00
FY 2027	\$23,000.00

TOTAL \$45,000.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. Yes

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. Yes

4.1.3 Outcome Measures

Minimum required measures for operations tasks

REVENUE MILES 71,162

REVENUE HOURS 11,260.00

RIDES 20,414

NUMBER OF PEOPLE WITH ACCESS TO TRANSIT (WITHIN 1/2 MILE OF TRANSIT STOP FOR FIXED ROUTE) 28,483

NUMBER OF LOW-INCOME HOUSEHOLDS WITH ACCESS TO TRANSIT (WITHIN 1/2 MILE OF TRANSIT STOP FOR FIXED ROUTE) 4,381

NUMBER OF NEW SHARED STOPS WITH OTHER TRANSIT PROVIDERS (REDUCING FRAGMENTATION IN TRANSIT SERVICES) 0

IS THIS PROJECT SUPPORTING STUDENT TRANSPORTATION? No

Task 2

TASK DESCRIPTION This task allows the City of Woodburn to continue to operate Weekday and Weekend Fixed route services, including Express, without requiring residents to pay fares, resulting in increased ridership and peace of mind for residents who would otherwise need to consider their own budgetary requirements to run errands, visit professionals, or engage in community services. Riders can still give donations, as they choose.

IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES? No

IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT?

No

CATEGORY

Operations 30.09.00 (State Operating Assistance)

SPECIFY THE MODE THAT THIS TASK WILL SUPPORT.

Fixed Route

Operations Task Category

TASK CATEGORY AMOUNT

\$168,000.00

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE

STIF Population Funds

FY 2026

\$0.00

FY 2027

\$0.00

TOTAL

\$0.00

Fund Source 2

FUND TYPE

STIF Payroll Funds

FY 2026

\$82,000.00

FY 2027

\$86,000.00

TOTAL

\$168,000.00

Fund Source 3

FUND TYPE

Federal

FY 2026

\$0.00

FY 2027

\$0.00

TOTAL

\$0.00

Fund Source 4

FUND TYPE

Other State

FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 5

FUND TYPE	Local
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 6

FUND TYPE	Other Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 7

FUND TYPE	Prior Biennia STIF Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 8

FUND TYPE	Prior Biennia Interest Accrued
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

FY 2026	\$82,000.00
FY 2027	\$86,000.00

TOTAL \$168,000.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. Yes

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. No

4.1.3 Outcome Measures

Minimum required measures for operations tasks

REVENUE MILES 183,038

REVENUE HOURS 12,860.00

RIDES 135,066

NUMBER OF PEOPLE WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE) 28,483

NUMBER OF LOW-INCOME HOUSEHOLDS WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE) 4,381

NUMBER OF NEW SHARED STOPS WITH OTHER TRANSIT PROVIDERS (REDUCING FRAGMENTATION IN TRANSIT SERVICES) 0

IS THIS PROJECT SUPPORTING STUDENT TRANSPORTATION? Yes

Choose at least one

OPERATIONS Number of students in grades 9-12 attending a school served by transit

NUMBER OF STUDENTS IN GRADES 9-12 ATTENDING A SCHOOL SERVED BY TRANSIT 1,716

4.2 Allocation of STIF funds by project

FY 2026 STIF TOTAL \$104,000.00

FY 2027 STIF TOTAL \$109,000.00

FY 2028 STIF TOTAL \$0.00

FY 2029 STIF TOTAL \$0.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

1

CRITERION Criterion 1

FY 2026 0%

FY 2027 0%

2

CRITERION Criterion 2

FY 2026 0%

FY 2027 0%

3

CRITERION Criterion 3

FY 2026 100%

FY 2027 100%

4

CRITERION Criterion 4

FY 2026 0%

FY 2027 0%

5

CRITERION Criterion 5

FY 2026 0%

FY 2027 0%

6

CRITERION	Criterion 6
FY 2026	0%
FY 2027	0%

7

CRITERION	Criterion 7
FY 2026	0%
FY 2027	0%

8

CRITERION	Criterion 8
FY 2026	0%
FY 2027	0%
FY 2026	100.00%
FY 2027	100.00%

4.3 Oregon Public Transportation Plan Goals

SELECT THE OPTP GOALS THAT APPLY TO YOUR STIF PLAN PROJECTS.

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

PROJECT NAME	Fareless Service for Fixed and Demand Routes
SUBRECIPIENT PROJECT TOTAL	\$213,000.00
FY 2026 STIF PROJECT TOTAL	\$104,000.00
FY 2027 STIF PROJECT TOTAL	\$109,000.00

FY 2026 STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	\$0.00
FY 2027 STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	\$0.00
FY 2026 PERCENT OF STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	0%
FY 2027 PERCENT OF STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	0%
FY 2026 STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	\$0.00
FY 2027 STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	\$0.00
FY 2026 PERCENT OF STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	0%
FY 2027 PERCENT OF STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	0%
FY 2026 STIF FUNDS FROM PREVIOUS CYCLE	\$0.00
FY 2027 STIF FUNDS FROM PREVIOUS CYCLE	\$0.00
Project 4	
SUBRECIPIENT OR QUALIFIED ENTITY NAME	City of Woodburn
PROJECT NAME	Transit Operations Support - Weekdays
PROJECT DESCRIPTION	This project supports continuation of the City's weekday Fixed Route and Dial-a-Ride (DAR) operations, operating Monday - Friday, 8 a.m.- 6 p.m. Seniors and persons with limited mobility use both services. DAR services is door-to-door and ensures residents with mobility limitations who cannot use traditional transit services have access to needed resources. Staff help residents navigate the process by providing trip assistance and transportation coordination. A new commuter route is also planned which will expand services, particularly to passengers traveling to the industrialized area of the city's west-side.

DO YOU PLAN TO SET ASIDE FUNDING THAT YOU RECEIVE DURING THIS BIENNIUM TO PAY FOR EXPENSES RELATED TO THIS PROJECT IN A FUTURE BIENNIUM?

No

PERCENT OF PROJECT BUDGET IN DISTRICT

0%

Project budget share to improve, expand or maintain public transportation service

IMPROVE OR EXPAND SERVICE

10%

MAINTAIN SERVICE

90%

PLEASE EXPLAIN WHY ALL OR PART OF THIS PROJECT IS MAINTAINING AN EXISTING SERVICE.

Residents of the City depend on reliable weekday service to commute to work, attend appointments, run errands and travel within city limits. Expansion efforts include a new commuter route in Woodburn's industrial area on the west-side of the city. The commuter route will likely begin when the Amazon facility opens.

LOCAL PLAN THIS PROJECT IS DERIVED FROM:

STIF Plan FY 2023-25 and Woodburn Transit Development Plan

Multi-Phase Project

IS YOUR PROJECT PART OF A LARGER MULTI-PHASE PROJECT?

No

4.1.1 Project Scope

Task 1

TASK DESCRIPTION

Provides resources for Woodburn's weekday Fixed Route operations including drivers, dispatch, administration, vehicle maintenance, fuel, overhead, and necessary supplies.

IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES?

Yes

IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT?

No

CATEGORY

Operations 30.09.00 (State Operating Assistance)

SPECIFY THE MODE THAT THIS TASK WILL SUPPORT.

Fixed Route

Operations Task Category

TASK CATEGORY AMOUNT \$466,136.00

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE	STIF Population Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 2

FUND TYPE	STIF Payroll Funds
FY 2026	\$233,068.00
FY 2027	\$233,068.00
TOTAL	\$466,136.00

Fund Source 3

FUND TYPE	Federal
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 4

FUND TYPE	Other State
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 5

FUND TYPE	Local
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FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 6

FUND TYPE	Other Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 7

FUND TYPE	Prior Biennia STIF Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 8

FUND TYPE	Prior Biennia Interest Accrued
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

FY 2026	\$233,068.00
FY 2027	\$233,068.00
TOTAL	\$466,136.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. Yes

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK No

4.1.3 Outcome Measures

Minimum required measures for operations tasks

REVENUE MILES	97,794
REVENUE HOURS	6,440.00
RIDES	71,102
NUMBER OF PEOPLE WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE)	28,483
NUMBER OF LOW-INCOME HOUSEHOLDS WITH ACCESS TO TRANSIT (WITHIN ½ MILE OF TRANSIT STOP FOR FIXED ROUTE)	4,381
NUMBER OF NEW SHARED STOPS WITH OTHER TRANSIT PROVIDERS (REDUCING FRAGMENTATION IN TRANSIT SERVICES)	0
IS THIS PROJECT SUPPORTING STUDENT TRANSPORTATION?	Yes

Choose at least one

OPERATIONS	Number of students in grades 9-12 attending a school served by transit
NUMBER OF STUDENTS IN GRADES 9-12 ATTENDING A SCHOOL SERVED BY TRANSIT	1,716

Task 2

TASK DESCRIPTION	Provides resources for Woodburn's weekday Demand Response/Dial-a-Ride operations including drivers, dispatch, administration, vehicle maintenance, fuel, overhead, and necessary supplies.
IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES?	Yes
IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT?	No

CATEGORY Operations 30.09.00 (State Operating Assistance)

SPECIFY THE MODE THAT THIS TASK WILL SUPPORT. Demand Response

Operations Task Category

TASK CATEGORY AMOUNT \$155,379.00

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE STIF Population Funds

FY 2026 \$0.00

FY 2027 \$0.00

TOTAL \$0.00

Fund Source 2

FUND TYPE STIF Payroll Funds

FY 2026 \$77,000.00

FY 2027 \$78,378.00

TOTAL \$155,378.00

Fund Source 3

FUND TYPE Federal

FY 2026 \$0.00

FY 2027 \$0.00

TOTAL \$0.00

Fund Source 4

FUND TYPE Other State

FY 2026 \$0.00

FY 2027 \$0.00

TOTAL	\$0.00
Fund Source 5	
FUND TYPE	Local
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 6	
FUND TYPE	Other Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 7	
FUND TYPE	Prior Biennia STIF Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
Fund Source 8	
FUND TYPE	Prior Biennia Interest Accrued
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00
FY 2026	\$77,000.00
FY 2027	\$78,378.00
TOTAL	\$155,378.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. Yes

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. No

4.1.3 Outcome Measures

Minimum required measures for operations tasks

REVENUE MILES	61,894
REVENUE HOURS	9,680.00
RIDES	17,432
NUMBER OF PEOPLE WITH ACCESS TO TRANSIT (WITHIN 1/2 MILE OF TRANSIT STOP FOR FIXED ROUTE)	28,483
NUMBER OF LOW-INCOME HOUSEHOLDS WITH ACCESS TO TRANSIT (WITHIN 1/2 MILE OF TRANSIT STOP FOR FIXED ROUTE)	4,381
NUMBER OF NEW SHARED STOPS WITH OTHER TRANSIT PROVIDERS (REDUCING FRAGMENTATION IN TRANSIT SERVICES)	0
IS THIS PROJECT SUPPORTING STUDENT TRANSPORTATION?	No

4.2 Allocation of STIF funds by project

FY 2026 STIF TOTAL	\$310,068.00
FY 2027 STIF TOTAL	\$311,446.00
FY 2028 STIF TOTAL	\$0.00
FY 2029 STIF TOTAL	\$0.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

CRITERION	Criterion 1
FY 2026	10%
FY 2027	10%

2

CRITERION	Criterion 2
FY 2026	10%
FY 2027	10%

3

CRITERION	Criterion 3
FY 2026	0%
FY 2027	0%

4

CRITERION	Criterion 4
FY 2026	0%
FY 2027	0%

5

CRITERION	Criterion 5
FY 2026	10%
FY 2027	10%

6

CRITERION	Criterion 6
FY 2026	10%
FY 2027	10%

7

CRITERION	Criterion 7
FY 2026	10%

FY 2027	10%
# 8	
CRITERION	Criterion 8
FY 2026	50%
FY 2027	50%
FY 2026	100.00%
FY 2027	100.00%

4.3 Oregon Public Transportation Plan Goals

SELECT THE OPTP GOALS THAT APPLY TO YOUR STIF PLAN PROJECTS.

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

PROJECT NAME	Transit Operations Support - Weekdays
SUBRECIPIENT PROJECT TOTAL	\$621,514.00
FY 2026 STIF PROJECT TOTAL	\$310,068.00
FY 2027 STIF PROJECT TOTAL	\$311,446.00
FY 2026 STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	\$31,006.80
FY 2027 STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	\$31,144.60
FY 2026 PERCENT OF STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	10%
FY 2027 PERCENT OF STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	10%

FY 2026 STIF FUNDS SUPPORTING OLDER AND DISABLED \$155,034.00

PERSONS TRANSPORTATION

FY 2027 STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION \$155,723.00

FY 2026 PERCENT OF STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION 50%

FY 2027 PERCENT OF STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION 50%

FY 2026 STIF FUNDS FROM PREVIOUS CYCLE \$0.00

FY 2027 STIF FUNDS FROM PREVIOUS CYCLE \$0.00

Project 5

SUBRECIPIENT OR QUALIFIED ENTITY NAME City of Woodburn

PROJECT NAME Reserves - Payroll

PROJECT DESCRIPTION Reserve funds will be used to preserve the City's Fixed Route and Demand Response services and ensure that continued and expanded service levels are maintained. If one or more vehicle is needed for the Transit fleet, a portion of Reserves will be used for the purchase. Reserves may be used to purchase needed bus shelters.

DO YOU PLAN TO SET ASIDE FUNDING THAT YOU RECEIVE DURING THIS BIENNIUM TO PAY FOR EXPENSES RELATED TO THIS PROJECT IN A FUTURE BIENNIUM? No

PERCENT OF PROJECT BUDGET IN DISTRICT 0%

Project budget share to improve, expand or maintain public transportation service

IMPROVE OR EXPAND SERVICE 10%

MAINTAIN SERVICE 90%

PLEASE EXPLAIN WHY ALL OR PART OF THIS PROJECT IS MAINTAINING AN EXISTING SERVICE. Reserves are available in cases of unexpected existing and new operations or capital costs.

LOCAL PLAN THIS PROJECT IS DERIVED FROM: STIF Plan FY 2023-25 and Woodburn Transit Development Plan

Multi-Phase Project

IS YOUR PROJECT PART OF A LARGER MULTI-PHASE PROJECT? No

4.1.1 Project Scope

Task 1

TASK DESCRIPTION Payroll-based Reserves including new STIF funds, prior biennia carryforward interest and reserves. A portion of these funds may be used as matching funds, including for vehicle purchases.

IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES? Yes

IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT? No

CATEGORY Program Reserve/Contingency 11.73.00

Program Reserve Task Category

TASK CATEGORY AMOUNT \$656,987.00

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE STIF Population Funds

FY 2026 \$0.00

FY 2027 \$0.00

TOTAL \$0.00

Fund Source 2

FUND TYPE STIF Payroll Funds

FY 2026 \$121,530.00

FY 2027 \$121,535.00

TOTAL \$243,065.00

Fund Source 3

FUND TYPE	Federal
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FY 2026	\$0.00
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FY 2027	\$0.00
----------------	--------

TOTAL	\$0.00
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Fund Source 4

FUND TYPE	Other State
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FY 2026	\$0.00
----------------	--------

FY 2027	\$0.00
----------------	--------

TOTAL	\$0.00
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Fund Source 5

FUND TYPE	Local
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FY 2026	\$0.00
----------------	--------

FY 2027	\$0.00
----------------	--------

TOTAL	\$0.00
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Fund Source 6

FUND TYPE	Other Funds
------------------	-------------

FY 2026	\$0.00
----------------	--------

FY 2027	\$0.00
----------------	--------

TOTAL	\$0.00
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Fund Source 7

FUND TYPE	Prior Biennia STIF Funds
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FY 2026	\$298,382.00
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FY 2027	\$0.00
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TOTAL	\$298,382.00
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Fund Source 8

FUND TYPE	Prior Biennia Interest Accrued
FY 2026	\$115,540.00
FY 2027	\$0.00
TOTAL	\$115,540.00
FY 2026	\$535,452.00
FY 2027	\$121,535.00
TOTAL	\$656,987.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. Yes

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. Yes

4.2 Allocation of STIF funds by project

FY 2026 STIF TOTAL	\$535,452.00
FY 2027 STIF TOTAL	\$121,535.00
FY 2028 STIF TOTAL	\$0.00
FY 2029 STIF TOTAL	\$0.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

1

CRITERION	Criterion 1
FY 2026	15%
FY 2027	15%

2

CRITERION	Criterion 2
-----------	-------------

FY 2026	15%
FY 2027	15%
# 3	
CRITERION	Criterion 3
FY 2026	5%
FY 2027	5%
# 4	
CRITERION	Criterion 4
FY 2026	0%
FY 2027	0%
# 5	
CRITERION	Criterion 5
FY 2026	15%
FY 2027	15%
# 6	
CRITERION	Criterion 6
FY 2026	15%
FY 2027	15%
# 7	
CRITERION	Criterion 7
FY 2026	25%
FY 2027	25%
# 8	
CRITERION	Criterion 8
FY 2026	10%
FY 2027	10%

FY 2026	100.00%
FY 2027	100.00%

4.3 Oregon Public Transportation Plan Goals

SELECT THE OPTP GOALS THAT APPLY TO YOUR STIF PLAN PROJECTS.

- Goal 1 Mobility: Public Transportation User Experience
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

PROJECT NAME	Reserves - Payroll
SUBRECIPIENT PROJECT TOTAL	\$656,987.00
FY 2026 STIF PROJECT TOTAL	\$535,452.00
FY 2027 STIF PROJECT TOTAL	\$121,535.00
FY 2026 STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	\$133,863.00
FY 2027 STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	\$30,383.75
FY 2026 PERCENT OF STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	25%
FY 2027 PERCENT OF STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	25%
FY 2026 STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	\$53,545.20
FY 2027 STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	\$12,153.50
FY 2026 PERCENT OF STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	10%
FY 2027 PERCENT OF STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	10%

PERSONS TRANSPORTATION

FY 2026 STIF FUNDS FROM PREVIOUS CYCLE \$413,922.00

FY 2027 STIF FUNDS FROM PREVIOUS CYCLE \$0.00

Project 6

SUBRECIPIENT OR QUALIFIED ENTITY NAME City of Woodburn

PROJECT NAME Reserves- Population-Based

PROJECT DESCRIPTION Population-based Reserves, including carryforward from prior biennia.

DO YOU PLAN TO SET ASIDE FUNDING THAT YOU RECEIVE DURING THIS BIENNIUM TO PAY FOR EXPENSES RELATED TO THIS PROJECT IN A FUTURE BIENNIUM? No

PERCENT OF PROJECT BUDGET IN DISTRICT 0%

Project budget share to improve, expand or maintain public transportation service

IMPROVE OR EXPAND SERVICE 0%

MAINTAIN SERVICE 100%

PLEASE EXPLAIN WHY ALL OR PART OF THIS PROJECT IS MAINTAINING AN EXISTING SERVICE. Reserves are available in cases of unexpected existing demand response operational or capital costs.

LOCAL PLAN THIS PROJECT IS DERIVED FROM: STIF Plan FY 2023-25 and Woodburn Transit Development Plan

Multi-Phase Project

IS YOUR PROJECT PART OF A LARGER MULTI-PHASE PROJECT? No

4.1.1 Project Scope

Task 1

TASK DESCRIPTION Population-based Reserves, including carryforward from prior biennia. Preserve WTS services that benefit seniors and individuals with disabilities. A portion of these funds may be used as matching funds to leverage other funding awards.

IS THIS TASK SUPPORTING SERVICES FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES? Yes

IS THIS TASK SUPPORTING A PEDESTRIAN OR BIKE PROJECT WITH A PHYSICAL OR FUNCTIONAL RELATIONSHIP TO PUBLIC TRANSIT? No

CATEGORY Program Reserve/Contingency 11.73.00

Program Reserve Task Category

TASK CATEGORY AMOUNT \$90,172.00

4.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Fund Source 1

FUND TYPE STIF Population Funds

FY 2026 \$0.00

FY 2027 \$0.00

TOTAL \$0.00

Fund Source 2

FUND TYPE STIF Payroll Funds

FY 2026 \$0.00

FY 2027 \$0.00

TOTAL \$0.00

Fund Source 3

FUND TYPE Federal

FY 2026 \$0.00

FY 2027 \$0.00

TOTAL \$0.00

Fund Source 4

FUND TYPE	Other State
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 5

FUND TYPE	Local
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 6

FUND TYPE	Other Funds
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

Fund Source 7

FUND TYPE	Prior Biennia STIF Funds
FY 2026	\$90,172.00
FY 2027	\$0.00
TOTAL	\$90,172.00

Fund Source 8

FUND TYPE	Prior Biennia Interest Accrued
FY 2026	\$0.00
FY 2027	\$0.00
TOTAL	\$0.00

FY 2026	\$90,172.00
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FY 2027	\$0.00
TOTAL	\$90,172.00

BY CHECKING THIS BOX, I CONFIRM THAT THIS PROJECT TASK IS ONLY FUNDED BY STIF. Yes

CHECK THIS BOX IF YOU ARE USING STIF FUNDING IN THIS TASK AS A MATCH ANOTHER SOURCE OF FUNDING. PLEASE MAKE SURE YOU HAVE INDICATED THAT INFORMATION IN YOUR TASK DESCRIPTION ABOVE IN SECTION 4.1.1. Yes

4.2 Allocation of STIF funds by project

FY 2026 STIF TOTAL	\$90,172.00
FY 2027 STIF TOTAL	\$0.00
FY 2028 STIF TOTAL	\$0.00
FY 2029 STIF TOTAL	\$0.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

1

CRITERION	Criterion 1
FY 2026	15%
FY 2027	15%

2

CRITERION	Criterion 2
FY 2026	15%
FY 2027	15%

3

CRITERION	Criterion 3
FY 2026	5%

FY 2027	5%
# 4	
CRITERION	Criterion 4
FY 2026	0%
FY 2027	0%
# 5	
CRITERION	Criterion 5
FY 2026	15%
FY 2027	15%
# 6	
CRITERION	Criterion 6
FY 2026	15%
FY 2027	15%
# 7	
CRITERION	Criterion 7
FY 2026	15%
FY 2027	15%
# 8	
CRITERION	Criterion 8
FY 2026	20%
FY 2027	20%
FY 2026	100.00%
FY 2027	100.00%

4.3 Oregon Public Transportation Plan Goals

SELECT THE OPTP GOALS THAT APPLY TO YOUR STIF PLAN PROJECTS.

Goal 1 Mobility: Public Transportation User Experience
Goal 2: Accessibility and Connectivity
Goal 3: Community Livability and Economic Vitality
Goal 5: Health
Goal 6: Safety and Security
Goal 9: Funding and Strategic Investment
Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

PROJECT NAME	Reserves- Population-Based
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SUBRECIPIENT PROJECT TOTAL	\$90,172.00
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FY 2026 STIF PROJECT TOTAL	\$90,172.00
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FY 2027 STIF PROJECT TOTAL	\$0.00
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FY 2026 STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	\$13,525.80
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FY 2027 STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	\$0.00
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FY 2026 PERCENT OF STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	15%
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FY 2026 STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	\$18,034.40
--	-------------

FY 2027 STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	\$0.00
--	--------

FY 2026 PERCENT OF STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	20%
---	-----

FY 2026 STIF FUNDS FROM PREVIOUS CYCLE	\$90,172.00
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FY 2027 STIF FUNDS FROM PREVIOUS CYCLE	\$0.00
---	--------

5. All Projects Totals

SUBRECIPIENT PROJECTS GRAND TOTAL	\$2,596,673.00
--	----------------

PLANNED CARRIED FORWARD	\$0.00
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AMOUNT IN DISTRICT	\$0.00
AMOUNT OUT OF DISTRICT	\$2,596,673.00
SUBRECIPIENT PROJECTS TOTAL	\$1,944,079.00
FY 2026 TOTAL PRIOR BIENNIA FUNDS	\$652,594.00
FY 2027 TOTAL PRIOR BIENNIA FUNDS	\$0.00
FY 2026 TOTAL STIF FUNDS	\$1,631,692.00
FY 2027 TOTAL STIF FUNDS	\$964,981.00
FY 2026 STUDENT STIF FUNDS	\$240,045.60
FY 2027 STUDENT STIF FUNDS	\$124,978.35
FY 2026 PERCENT OF STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	14.71%
FY 2027 PERCENT OF STIF FUNDS SUPPORTING STUDENT TRANSPORTATION	12.95%
FY 2026 OLDER AND DISABLED PERSONS STIF FUNDS	\$399,313.60
FY 2027 OLDER AND DISABLED PERSONS STIF FUNDS	\$252,476.50
FY 2026 PERCENT OF STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	24.47%
FY 2027 PERCENT OF STIF FUNDS SUPPORTING OLDER AND DISABLED PERSONS TRANSPORTATION	26.16%
BY SIGNING BELOW, I CERTIFY THAT I AM AUTHORIZED TO SUBMIT THIS SUBRECIPIENT PROJECT APPLICATION TO SALEM AREA MASS TRANSIT DISTRICT ON BEHALF OF CITY OF WOODBURN.	Yes
NAME OF AUTHORIZED REPRESENTATIVE	Kathleen McClaskey
TITLE OF AUTHORIZED REPRESENTATIVE	Transit Manager

SIGNATURE

Captured

SIGNATURE DATE

10/25/2024

2 attachments

 **Subrecipient Project Application-City of Woodburn.pdf**
346K

 **Exhibit C QE STIF Plan 2023-2025.pdf**
2747K

Subrecipient Project Application 2025-27

For alternative formats / accessibility questions please reach out to: The Regional Transit Coordinator in your region or Brian Roth: brian.roth@odot.oregon.gov

1. Subrecipient Information

Service Provider Name

City of Monmouth, OR

Service Provider Contact Name

Rochelle Roaden

Service Provider Contact Title

City Manager

Service Provider Phone Number

(503) 838-0722

Service Provider Email

rroaden@ci.monmouth.or.us

Service Provider Type

City

Employer Identification Number (EIN)

93-6002214

Service Provider Website

<https://www.ci.monmouth.or.us/>

2. Qualified Entity representing Subrecipient

Qualified Entity Name

Salem Area Mass Transit District

STIF Plan Contact Name

Shofi Ull Azum

STIF Plan Contact Title

Chief Planning and Development Officer

STIF Plan Contact Phone Number

(503) 361-2552

STIF Plan Contact Email

shofi.azum@cherriots.org

This email address will receive the completed PTSP Project Template.

End Date of QE STIF Plan

6/30/2027

3. Local Plan Compliance

3.1 Existing Local Plans from which project(s) are derived.

Remember to add more than one plan if you are using a combination of multiple plans to meet this requirement.

Local Plan 1

Local Plan Name

Coordinated Public Transit - Human Services Transportation Plan for Marion and Polk counties

Governing Body that adopted Local Plan

Salem Area Mass Transit District

Plan Adoption Date

3/28/2024

Local Plan Web Address

https://www.cherriots.org/media/doc/Cherriots_Coordinated_Plan_2024.pdf

Upload copy of Local Plan if it's not available on a website.

Cherriots_Coordinated_Plan_w-appendices_adopted_by_the_SAMTD_Board_3-28-24_reduced.pdf

Limit 100 MB

3.2 Local Plan requirements

I agree that the Local Plan(s), either separately or together, contain all of the information required by OAR 732-040-0005(19).

Yes

No, one or more Local Plans are not yet consistent with STIF rule requirements.

4. Projects

4.1 Project Detail Entry

Project 1

Subrecipient or Qualified Entity Name

City of Monmouth, OR

Project Name

MI Trolley

Limit 50 characters

Project Description

This grant will help fund the continued operation of the Monmouth-Independence (MI) Trolley. The trolley offers individuals a convenient, reliable, and free alternative to private automobile travel in the cities of Monmouth (pop. 11,019) and Independence (pop. 10,274) and the importance of the service has been demonstrated over the first year of operation. In the first year, the service:

- Offered over 120,000 total rides
- Averaged over 15 riders per hour
- Saw wide use from diverse segments of the population including individuals with disabilities, students, and the elderly

The MI Trolley was developed through a partnership between the City of Monmouth, City of Independence, Western Oregon University and Cherriots (i.e., the Salem Area Mass Transit District) to offer local transit service in the communities. The service provides a deviated fixed route that supplies frequent reliable connections between the downtowns, shopping areas, Central High School, and Western Oregon University.

Limit 1000 Characters

Project using planned carry forward funding:

Do you plan to set aside funding that you receive during this biennium to pay for expenses related to this project in a future biennium?

- Yes
- No

Please be aware that you will need to add a new project for each planned carry forward expense. For example, if you intend to use carry forward funds to (1) accumulate sufficient funds for a capital project that costs more than can be funded during a single STIF Formula funding cycle; (2) make bond payments on the acquisition of a capital asset; and (3) pay for a planning expense during the next biennium, you will need to add a project for each of these planned uses of your carry forward funding.

Percent of project budget in district

0%

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service

0%

Maintain Service

100%

Please explain why all or part of this project is maintaining an existing service.

Over the first year of operation, the MI Trolley provided 120,000 rides, with an average ridership of more than 15 riders per hour – significantly higher than many transit systems in similarly sized communities. The cities of Monmouth and Independence seek to continue the success of this service as the trolley transitions from pilot funds (offered through the American Rescue Plan) to permanent ongoing funding.

Limit 500 Characters

Local Plan this project is derived from:

Multi-Phase Project

Is your project part of a larger multi-phase project?

No

4.1.1 Project Scope

Task 1

Task Description

Ongoing Operations of MI Trolley Service including operator/administrator wages and operations costs such as fuel and maintenance.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00

Capital 117-00 Other Capital Items (Bus)

Specify the mode that this task will support.

Fixed Route Demand Response Deviated Fixed Route

Operations Task Category

Task Category Amount

\$1,713,266.97

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$108,018.00	\$113,418.90			\$221,436.90
STIF Payroll Funds	\$288,697.60	\$303,132.48			\$591,830.08
Federal	\$100,000.00	\$100,000.00			\$200,000.00
Other State	\$250,000.00	\$250,000.00			\$500,000.00
Local	\$100,000.00	\$100,000.00			\$200,000.00
Other Funds	\$0.00	\$0.00			\$0.00
Prior Biennia STIF Funds	\$0.00	\$0.00			\$0.00

Prior Biennia
Interest
Accrued

\$0.00

\$0.00

\$0.00

\$846,715.60

\$866,551.38

\$0.00

\$0.00

\$1,713,266.98

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles

162,000

Revenue Hours

15,500.00

Rides

240,000

Number of people with access to transit (within ½ mile of transit stop for fixed route)

21,293

Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed route)

1,111

Number of new shared stops with other transit providers (reducing fragmentation in transit services)

7

Is this project supporting student transportation?

Yes

Choose at least one

Operations

- Number of students in grades 9-12 with free or reduced fare transit pass
- Number of students in grades 9-12 attending a school served by transit
- Number of rides provided to students in grades 9-12
- Other

Number of students in grades 9-12 attending a school served by transit

1,035

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

4.2 Allocation of STIF funds by project

Please identify what percentage of this STIF project budget is allocated to each of the criteria listed below by fiscal year.

Note: More information about requirements for criterion #7 can be found in [OAR 732-042-0015\(3\)\(j\)](#). More information about requirements for criterion #8 can be found in [OAR 732-042-0010\(1\)\(a\)](#).

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between public transportation service providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.
8. Services for older adults and people with disabilities.

FY 2026 STIF Total	FY 2027 STIF Total	FY 2028 STIF Total	FY 2029 STIF Total
\$396,715.60	\$416,551.38	\$0.00	\$0.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply to this project, fill in with zeros. Do not add or remove any criteria from the table.

Criterion	FY 2026	FY 2027	FY 2028	FY 2029
Criterion 1	0%	0%		
Criterion 2	0%	0%		
Criterion 3	15%	15%		
Criterion 4	0%	0%		

Criterion 5	0%	0%
Criterion 6	5%	5%
Criterion 7	40%	40%
Criterion 8	40%	40%

100.00% 100.00% 0.00% 0.00%

4.3 Oregon Public Transportation Plan Goals

Select at least one goal.

For more information about these goals, please refer to page eight of the [Oregon Public Transportation Plan](#).

Select the OPTP goals that apply to your STIF Plan Projects.

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 8: Land Use
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

Project Name

MI Trolley

Subrecipient Project Total

\$813,266.98

Includes Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

FY 2026 STIF Project Total

\$396,715.60

Includes Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

FY 2027 STIF Project Total

\$416,551.38

Includes Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

Funds Supporting Student Transportation

FY 2026 STIF Funds supporting student transportation \$158,686.24	FY 2027 STIF Funds supporting student transportation \$166,620.55
FY 2026 percent of STIF Funds supporting student transportation 40%	FY 2027 percent of STIF Funds supporting student transportation 40%

Funds Supporting Older and Disabled Persons Transportation

FY 2026 STIF Funds supporting older and disabled persons transportation \$158,686.24	FY 2027 STIF Funds supporting older and disabled persons transportation \$166,620.55
FY 2026 percent of STIF Funds supporting older and disabled persons transportation 40%	FY 2027 percent of STIF Funds supporting older and disabled persons transportation 40%

Funds from Previous Biennia

FY 2026 STIF Funds From Previous Cycle \$0.00 <i>The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>	FY 2027 STIF Funds From Previous Cycle \$0.00 <i>The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>
---	---

5. All Projects Totals

Subrecipient Projects Grand Total \$813,266.98 Subrecipient Projects Grand Total: <i>Includes Subrecipient Pro</i>	Planned Carried Forward \$0.00 Planned Carry Forward Total: <i>The total amount of funding that is set</i>	Amount in District \$0.00	Amount out of District \$813,266.98
---	---	-------------------------------------	---

jects Total, as well as Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25) *aside to pay for project expenses in a future biennium.*

Subrecipient Projects Total

\$813,266.98

Subrecipient Projects Total: This does not include Prior Biennia STIF Funds or Prior Biennia Interest Accrued (FY 23-25).

FY 2026 Total Prior Biennia Funds

\$0.00

The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

FY 2027 Total Prior Biennia Funds

\$0.00

The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

FY 2026 Total STIF Funds

\$396,715.60

FY 2027 Total STIF Funds

\$416,551.38

FY 2026 Student STIF Funds

\$158,686.24

FY 2027 Student STIF Funds

\$166,620.55

FY 2026 Percent of STIF Funds supporting student transportation

40.00%

FY 2027 Percent of STIF Funds supporting student transportation

40.00%

FY 2026 Older and Disabled Persons STIF Funds

\$158,686.24

FY 2027 Older and Disabled Persons STIF Funds

\$166,620.55

FY 2026 Percent of STIF Funds supporting older and disabled persons transportation

40.00%

FY 2027 Percent of STIF Funds supporting older and disabled persons transportation

40.00%

By signing below, I certify that I am authorized to submit this Subrecipient Project Application to Salem Area Mass Transit District on behalf of City of Monmouth, OR.

Name of authorized representative

Marshall Habermann-Guthrie

Title of authorized representative

Grant Coordinator

Signature

Signature Date

10/25/2024

Marshall Habermann-Guthrie

Subrecipient Project Application 2025-27

For alternative formats / accessibility questions please reach out to: The Regional Transit Coordinator in your region or Brian Roth: brian.roth@odot.oregon.gov

1. Subrecipient Information

Service Provider Name

West Valley Health Foundation

Service Provider Contact Name

Jill Munger

Service Provider Contact Title

Director of Development

Service Provider Phone Number

(503) 814-1957

Service Provider Email

Jill.Munger@salemhealth.org

Service Provider Type

Special District

Employer Identification Number (EIN)

93-1298564

Service Provider Website

www.salemhealthfoundation.org

2. Qualified Entity representing Subrecipient

Qualified Entity Name

Salem Area Mass Transit District

STIF Plan Contact Name

Shofi Ull Azum

STIF Plan Contact Title

Chief Planning and Development Officer

STIF Plan Contact Phone Number

(503) 361-2552

STIF Plan Contact Email

shofi.azum@cherriots.org

This email address will receive the completed PTSP Project Template.

End Date of QE STIF Plan

6/30/2029

3. Local Plan Compliance

3.1 Existing Local Plans from which project(s) are derived.

Remember to add more than one plan if you are using a combination of multiple plans to meet this requirement.

Local Plan 1

Local Plan Name

Cherriots Coordinated Public Transit - Human Services Transportation Plan

Governing Body that adopted Local Plan

STIF Advisory Committee

Plan Adoption Date

9/17/2024

Local Plan Web Address

https://www.cherriots.org

3.2 Local Plan requirements

I agree that the Local Plan(s), either separately or together, contain all of the information required by OAR 732-040-0005(19).

Yes

No, one or more Local Plans are not yet consistent with STIF rule requirements.

4. Projects

4.1 Project Detail Entry

Project 1**Subrecipient or Qualified Entity Name**

Salem Health West Valley Hospital

Project Name

West Valley Connections Van

Limit 50 characters**Project Description**

The Connections Van medical transportation program at Salem Health-West Valley Hospital serves seniors, disabled people, and our most medically fragile and low-income community members. The program fulfills goal number 5 of the Oregon Public Transportation plan by providing medical transportation to access health services offered by Salem Health-West Valley in Polk County. This program provides those most at risk with transportation services to and from medical appointments, including rehabilitation, wound care, primary care appointments, labs, x-rays, and more.

The Connection program provides rides via a small shuttle bus and a van to the West Valley primary service area, reaching west to Grand Ronde, south to Falls City, and including Independence and Monmouth and all of Dallas. Rides provide door-to-door services, with a wheelchair, stretcher, car seat accessible, and bariatric lift available in both vehicles that provide rides.

Limit 1000 Characters**Project using planned carry forward funding:**

Do you plan to set aside funding that you receive during this biennium to pay for expenses related to this project in a future biennium?

Yes

No

Please be aware that you will need to add a new project for each planned carry forward expense. For example, if you intend to use carry forward funds to (1) accumulate sufficient funds for a capital project that costs more than can be funded during a single STIF Formula funding cycle; (2) make bond payments on the acquisition of a capital asset; and (3) pay for a planning expense during the next biennium, you will need to add a project for each of these planned uses of your carry forward funding.

Percent of project budget in district

100%

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service

100%

Maintain Service

0%

Local Plan this project is derived from:

Cherriots Coordinated Public Transit-Human Services
Transportation Plan Aug. 2016

Multi-Phase Project

Is your project part of a larger multi-phase project?

No

4.1.1 Project Scope

Task 1

Task Description

The Salem-Health West Valley Hospital sponsors the Connections Van medical transportation on-demand program.

The Salem Health-West Valley Hospital Foundation serves seniors, disabled people, and our most medically fragile, low-income community members. The program fulfills goal number 5 of the Oregon Public Transportation plan provides medical transportation to access health services offered by Salem Health-West Valley in Polk County. This program provides those most at risk with transportation services to and from medical appointments, including rehabilitation, wound care, primary care appointments, labs, x-rays, and more. These appointments are for any medical-related appointment, even Dental, and do not have to be a Salem Health provider or clinic.

The Connection program provides rides via a small shuttle bus and a van to the West Valley Primary service area, reaching west to Grand Ronde, south to Falls City, and including Independence and Monmouth and all of Dallas.

The program's rides offer a reliable door-to-door service, ensuring that community members can access the medical care they need with peace of mind. The West Valley Foundation and Salem Health Hospitals and Clinics cover all program costs exceeding any STIF funds awarded, demonstrating our commitment to the community's well-being.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase

- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Specify the mode that this task will support.

- Fixed Route
- Demand Response
- Deviated Fixed Route

Operations Task Category

Task Category Amount

\$235,620.00

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$24,544.00	\$24,544.00	\$0.00	\$0.00	\$49,088.00
STIF Payroll Funds	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Federal	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Other State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Other Funds	\$90,556.00	\$95,176.00	\$0.00	\$0.00	\$185,732.00
Prior Biennia STIF Funds	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Prior Biennia
Interest
Accrued

\$400.00

\$400.00

\$0.00

\$0.00

\$800.00

\$115,500.00

\$120,120.00

\$0.00

\$0.00

\$235,620.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles

Revenue Hours

Rides

0

0.00

800

Number of people with access to transit (within ½ mile of transit stop for fixed route)

0

Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed route)

0

Number of new shared stops with other transit providers (reducing fragmentation in transit services)

0

Is this project supporting student transportation?

No

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Outcome Measure 1

Outcome Measures for Older Adults and People with Disabilities

Revenue Miles

Revenue Hours

Rides

0

0.00

800

Other Measure

Public Outreach Events

Number of Units:

Promoted at community events - at least two annually

4.2 Allocation of STIF funds by project

Please identify what percentage of this STIF project budget is allocated to each of the criteria listed below by fiscal year.

Note: More information about requirements for criterion #7 can be found in [OAR 732-042-0015\(3\)\(j\)](#). More information about requirements for criterion #8 can be found in [OAR 732-042-0010\(1\)\(a\)](#).

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between public transportation service providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.
8. Services for older adults and people with disabilities.

FY 2026 STIF Total
\$24,944.00

FY 2027 STIF Total
\$24,944.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply to this project, fill in with zeros. Do not add or remove any criteria from the table.

Criterion	FY 2026	FY 2027	FY 2028	FY 2029
Criterion 1	0%	0%	0%	0%
Criterion 2	0%	0%	0%	0%

Criterion 3	0%	0%	0%	0%
Criterion 4	0%	0%	0%	0%
Criterion 5	0%	0%	0%	0%
Criterion 6	0%	0%	0%	0%
Criterion 7	0%	0%	0%	0%
Criterion 8	100%	100%	0%	0%
	100.00%	100.00%	0.00%	0.00%

4.3 Oregon Public Transportation Plan Goals

Select at least one goal.

For more information about these goals, please refer to page eight of the [Oregon Public Transportation Plan](#).

Select the OPTP goals that apply to your STIF Plan Projects.

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 8: Land Use
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

Project Name

West Valley Connections Van

Subrecipient Project Total

\$49,888.00

Includes Prior Biennia STIF

Funds and Prior Biennia Interest

Accrued (FY 23-25)

FY 2026 STIF Project Total	FY 2027 STIF Project Total	FY 2028 STIF Project Total	FY 2029 STIF Project Total
\$24,944.00	\$24,944.00	\$0.00	\$0.00

Includes Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

Includes Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

Includes Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

Includes Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

Funds Supporting Student Transportation

FY 2026 STIF Funds supporting student transportation
\$0.00

FY 2027 STIF Funds supporting student transportation
\$0.00

FY 2028 STIF Funds supporting student transportation
\$0.00

FY 2029 STIF Funds supporting student transportation
\$0.00

FY 2026 percent of STIF Funds supporting student transportation
0%

FY 2027 percent of STIF Funds supporting student transportation
0%

Funds Supporting Older and Disabled Persons Transportation

FY 2026 STIF Funds supporting older and disabled persons transportation
\$24,944.00

FY 2027 STIF Funds supporting older and disabled persons transportation
\$24,944.00

FY 2028 STIF Funds supporting older and disabled persons transportation
\$0.00

FY 2029 STIF Funds supporting older and disabled persons transportation
\$0.00

FY 2026 percent of STIF Funds supporting older and disabled persons transportation
100%

FY 2027 percent of STIF Funds supporting older and disabled persons transportation
100%

Funds from Previous Biennia

FY 2026 STIF Funds From Previous Cycle
\$400.00

FY 2027 STIF Funds From Previous Cycle
\$400.00

FY 2028 STIF Funds From Previous Cycle
\$0.00

FY 2029 STIF Funds From Previous Cycle
\$0.00

The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

5. All Projects Totals

Subrecipient Projects Grand Total

Planned Carried Forward

Amount in District
\$49,888.00

Amount out of District
\$0.00

\$49,888.00	\$0.00
Subrecipient Projects	Planned Carry Forward
Grand Total:	Total:
<i>Includes Subrecipient Projects Total, as well as Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>	<i>The total amount of funding that is set aside to pay for project expenses in a future biennium.</i>

Subrecipient Projects Total

\$49,088.00

Subrecipient Projects Total: This does not include Prior Biennia STIF Funds or Prior Biennia Interest Accrued (FY 23-25).

FY 2026 Total Prior Biennia Funds	FY 2027 Total Prior Biennia Funds	FY 2028 Total Prior Biennia Funds	FY 2029 Total Prior Biennia Funds
\$400.00	\$400.00	\$0.00	\$0.00
<i>The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>	<i>The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>	<i>The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>	<i>The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>
FY 2026 Total STIF Funds	FY 2027 Total STIF Funds	FY 2028 Total STIF Funds	FY 2029 Total STIF Funds
\$24,944.00	\$24,944.00	\$0.00	\$0.00

FY 2026 Student STIF Funds	FY 2027 Student STIF Funds	FY 2028 Student STIF Funds	FY 2029 Student STIF Funds
\$0.00	\$0.00	\$0.00	\$0.00
FY 2026 Percent of STIF Funds supporting student transportation	FY 2027 Percent of STIF Funds supporting student transportation		
0.00%	0.00%		

Please explain why your allocation of STIF Funds to support student transportation is less than 1 %.

The project is open to any person in the service area needing transportation to and from medical appointments. Students would be included in this on-demand program but are not tracked.

Limit 500 Characters

FY 2026 Older and Disabled Persons STIF Funds	FY 2027 Older and Disabled Persons STIF Funds	FY 2028 Older and Disabled Persons STIF Funds	FY 2029 Older and Disabled Persons STIF Funds
\$24,944.00	\$24,944.00	\$0.00	\$0.00

FY 2026 Percent of STIF Funds supporting older and disabled persons transportation 100.00%	FY 2027 Percent of STIF Funds supporting older and disabled persons transportation 100.00%
--	--

By signing below, I certify that I am authorized to submit this Subrecipient Project Application to Salem Area Mass Transit District on behalf of West Valley Health Foundation.

Name of authorized representative

Jill Munger

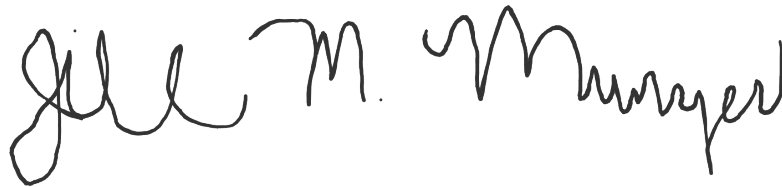
Title of authorized representative

Director of Development

Signature

Signature Date

10/15/2024



Subrecipient Project Application 2025-27

For alternative formats / accessibility questions please reach out to: The Regional Transit Coordinator in your region or Brian Roth: brian.roth@odot.oregon.gov

1. Subrecipient Information

Service Provider Name

City of Canby DBA Canby Area Transit

Service Provider Contact Name

Todd M Wood

Service Provider Contact Title

Director

Service Provider Phone Number

(503) 266-0751

Service Provider Email

woodt@canbyoregon.gov

Service Provider Type

City

Employer Identification Number (EIN)

96-6002130

Service Provider Website

<https://www.canbyoregon.gov/area-transit>

2. Qualified Entity representing Subrecipient

Qualified Entity Name

Salem Area Mass Transit District

STIF Plan Contact Name

Shofi Ull Azum

STIF Plan Contact Title

Chief Planning and Development Officer

STIF Plan Contact Phone Number

(503) 361-2552

STIF Plan Contact Email

shofi.azum@cherriots.org

This email address will receive the completed PTSP Project Template.

End Date of QE STIF Plan

6/30/2027

3. Local Plan Compliance

3.1 Existing Local Plans from which project(s) are derived.

Remember to add more than one plan if you are using a combination of multiple plans to meet this requirement.

Local Plan 1

Local Plan Name

Coordinated Public Transit - Human Services Transportation Plan for Marion and Polk counties

Governing Body that adopted Local Plan

Board of Directors

Plan Adoption Date

3/28/2024

Local Plan Web Address

https://www.cherriots.org/media/doc/Cherriots_Coordinated_Plan_2024.pdf

3.2 Local Plan requirements

I agree that the Local Plan(s), either separately or together, contain all of the information required by OAR 732-040-0005(19).

Yes

No, one or more Local Plans are not yet consistent with STIF rule requirements.

4. Projects

4.1 Project Detail Entry

Project 1

Subrecipient or Qualified Entity Name

City of Canby - Canby Area Transit

Project Name

99x Woodburn extension

Limit 50 characters

Project Description

Provide commuter service from the City of Canby transit center to downtown Woodburn via 99e by way of Aurora, and Hubbard.

Limit 1000 Characters

Project using planned carry forward funding:

Do you plan to set aside funding that you receive during this biennium to pay for expenses related to this project in a future biennium?

Yes

No

Please be aware that you will need to add a new project for each planned carry forward expense. For example, if you intend to use carry forward funds to (1) accumulate sufficient funds for a capital project that costs more than can be funded during a single STIF Formula funding cycle; (2) make bond payments on the acquisition of a capital asset; and (3) pay for a planning expense during the next biennium, you will need to add a project for each of these planned uses of your carry forward funding.

Percent of project budget in district

70%

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service

20%

Maintain Service

80%

Please explain why all or part of this project is maintaining an existing service.

Canby has provide service along the 99e corridor for nearly two decades. However, costs have been rising to a point that Canby is looking for additional funding or face a reduction in service. This funding will help maintain at least hourly service between Canby and Woodburn for the next biennium.

Limit 500 Characters

Local Plan this project is derived from:

Cherriots Coordinated plan pages 50-57

Multi-Phase Project

Is your project part of a larger multi-phase project?

No

4.1.1 Project Scope

Task 1

Task Description

Purchase transit services to provide drivers to operate the 99x route from Canby transit center to downtown Woodburn transit center at least hourly Monday through Friday. Expand service from Bimart in Woodburn to downtown Woodburn transit center.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

Communications 44.26.14

- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Specify the mode that this task will support.

- Fixed Route
- Demand Response
- Deviated Fixed Route

Operations Task Category

Task Category Amount

\$1,024,000.00

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$250,000.00	\$250,000.00			\$500,000.00

Federal	\$0.00	\$0.00	\$0.00
Other State	\$0.00	\$0.00	\$0.00
Local	\$254,000.00	\$270,000.00	\$524,000.00
Other Funds	\$0.00	\$0.00	\$0.00
Prior Biennia STIF Funds	\$0.00	\$0.00	\$0.00
Prior Biennia Interest Accrued	\$0.00	\$0.00	\$0.00

\$504,000.00 \$520,000.00 \$0.00 \$0.00 \$1,024,000.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles	Revenue Hours	Rides
226,264	9,144.00	45,000

Number of people with access to transit (within 1/2 mile of transit stop for fixed route)

Number of Low-Income Households with access to transit (within 1/2 mile of transit stop for fixed route)

Number of new shared stops with other transit providers (reducing fragmentation in transit services)

Is this project supporting student transportation?

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Outcome Measure 1

All Project Types

Other Measure

Service Miles Added

Number of Units:

3.8 Miles per trip

4.2 Allocation of STIF funds by project

Please identify what percentage of this STIF project budget is allocated to each of the criteria listed below by fiscal year.

Note: More information about requirements for criterion #7 can be found in [OAR 732-042-0015\(3\)\(j\)](#). More information about requirements for criterion #8 can be found in [OAR 732-042-0010\(1\)\(a\)](#).

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between public transportation service providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.
8. Services for older adults and people with disabilities.

FY 2026 STIF Total	FY 2027 STIF Total	FY 2028 STIF Total	FY 2029 STIF Total
\$250,000.00	\$250,000.00	\$0.00	\$0.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply to this project, fill in with zeros. Do not add or remove any criteria from the table.

Criterion	FY 2026	FY 2027	FY 2028	FY 2029
Criterion 1	0%	0%		
Criterion 2	20%	20%		
Criterion 3	0%	0%		
Criterion 4	0%	0%		
Criterion 5	30%	30%		
Criterion 6	50%	50%		
Criterion 7	0%	0%		
Criterion 8	0%	0%		
	100.00%	100.00%	0.00%	0.00%

4.3 Oregon Public Transportation Plan Goals

Select at least one goal.

For more information about these goals, please refer to page eight of the [Oregon Public Transportation Plan](#).

Select the OPTP goals that apply to your STIF Plan Projects.

- Goal 1: Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 8: Land Use
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

Project Name

99x Woodburn extension

Subrecipient Project Total

\$500,000.00

*Includes Prior Biennia STIF
Funds and Prior Biennia Interest
Accrued (FY 23-25)*

**FY 2026 STIF Project
Total**

\$250,000.00

*Includes Prior Biennia
STIF Funds and Prior
Biennia Interest
Accrued (FY 23-25)*

**FY 2027 STIF Project
Total**

\$250,000.00

*Includes Prior Biennia
STIF Funds and Prior
Biennia Interest
Accrued (FY 23-25)*

Funds Supporting Student Transportation

**FY 2026 STIF Funds
supporting student
transportation**

\$0.00

**FY 2026 percent of STIF
Funds supporting
student transportation**
0%

**FY 2027 STIF Funds
supporting student
transportation**

\$0.00

**FY 2027 percent of
STIF Funds supporting
student transportation**
0%

Funds Supporting Older and Disabled Persons Transportation

**FY 2026 STIF Funds
supporting older and
disabled persons
transportation**

\$0.00

**FY 2026 percent of STIF
Funds supporting older
and disabled persons
transportation**
0%

**FY 2027 STIF Funds
supporting older and
disabled persons
transportation**

\$0.00

**FY 2027 percent of
STIF Funds
supporting older and
disabled persons
transportation**
0%

Funds from Previous Biennia

**FY 2026 STIF Funds
From Previous Cycle**

\$0.00

The total of Prior Biennia

**FY 2027 STIF Funds
From Previous Cycle**

\$0.00

The total of Prior Biennia

STIF Funds and Prior
Biennia Interest
Accrued (FY 23-25)

STIF Funds and Prior
Biennia Interest
Accrued (FY 23-25)

5. All Projects Totals

Subrecipient Projects Grand Total	Planned Carried Forward	Amount in District	Amount out of District
\$500,000.00	\$0.00	\$350,000.00	\$150,000.00

**Subrecipient Projects
Grand Total:**
*Includes Subrecipient Pro
jects Total, as well
as Prior Biennia STIF
Funds and Prior Biennia
Interest Accrued (FY 23-
25)*

**Planned Carry Forward
Total:** *The total amount
of funding that is set
aside to pay
for project expenses in a
future biennium.*

Subrecipient Projects Total
\$500,000.00

Subrecipient Projects Total: This does not include Prior Biennia STIF Funds or Prior Biennia Interest Accrued (FY 23-25).

**FY 2026 Total Prior
Biennia Funds**
\$0.00
*The total of Prior Biennia
STIF Funds and Prior
Biennia Interest
Accrued (FY 23-25)*

**FY 2027 Total Prior
Biennia Funds**
\$0.00
*The total of Prior Biennia
STIF Funds and Prior
Biennia Interest
Accrued (FY 23-25)*

**FY 2026 Total STIF
Funds**
\$250,000.00

**FY 2027 Total STIF
Funds**
\$250,000.00

**FY 2026 Student STIF
Funds**
\$0.00

**FY 2027 Student STIF
Funds**
\$0.00

**FY 2026 Percent of STIF
Funds supporting
student transportation**
0.00%

**FY 2027 Percent of
STIF Funds supporting
student transportation**
0.00%

Please explain why your allocation of STIF Funds to support student transportation is less than 1 %.

While this program will be open to all students and directly passes by multiple schools and school districts it is not directly dedicated for this purpose and is open to all equally.

Limit 500 Characters

FY 2026 Older and Disabled Persons STIF Funds
\$0.00

FY 2027 Older and Disabled Persons STIF Funds
\$0.00

FY 2026 Percent of STIF Funds supporting older and disabled persons transportation
0.00%

FY 2027 Percent of STIF Funds supporting older and disabled persons transportation
0.00%

By signing below, I certify that I am authorized to submit this Subrecipient Project Application to Salem Area Mass Transit District on behalf of City of Canby DBA Canby Area Transit.

Name of authorized representative

Todd M. Wood

Title of authorized representative

Director

Signature



Signature Date

10/11/2024

Subrecipient Project Application 2025-27

For alternative formats / accessibility questions please reach out to: The Regional Transit Coordinator in your region or Brian Roth: brian.roth@odot.oregon.gov

1. Subrecipient Information

Service Provider Name

City of Silverton

Service Provider Contact Name

Jason Gottgetreu

Service Provider Contact Title

Community Development Director

Service Provider Phone Number

(503) 874-2212

Service Provider Email

jgottgetreu@silverton.or.us

Service Provider Type

City

Employer Identification Number (EIN)

93-6002256

Service Provider Website

<https://www.silverton.or.us>

2. Qualified Entity representing Subrecipient

Qualified Entity Name

Salem Area Mass Transit District

STIF Plan Contact Name

Shofi Ull Azum

STIF Plan Contact Title

Chief Planning and Development Officer

STIF Plan Contact Phone Number

(503) 361-2552

STIF Plan Contact Email

shofi.azum@cherriots.org

This email address will receive the completed PTSP Project Template.

End Date of QE STIF Plan

6/30/2027

3. Local Plan Compliance

3.1 Existing Local Plans from which project(s) are derived.

Remember to add more than one plan if you are using a combination of multiple plans to meet this requirement.

Local Plan 1

Local Plan Name

Silverton Transportation System Plan

Governing Body that adopted Local Plan

City Council

Plan Adoption Date

10/5/2020

Local Plan Web Address

https://legacysilverton.teamunicode.com/sites/default/files/fileattachments/public_works/page/2633/silvertonsp_volume1_adopted_oct2020_hires.pdf

3.2 Local Plan requirements

I agree that the Local Plan(s), either separately or together, contain all of the information required by OAR 732-040-0005(19).

Yes

No, one or more Local Plans are not yet consistent with STIF rule requirements.

4. Projects

4.1 Project Detail Entry

Project 1**Subrecipient or Qualified Entity Name**

City of Silverton

Project Name

City of Silverton, Silver Trolley 5311 Match

Limit 50 characters**Project Description**

The Silver Trolley is operated by the City of Silverton's Community Development Department and provides demand responsive (dial-a-ride) curb-to-curb service for the senior, disabled, special needs, youth, economically disadvantaged, and the general public.

The Silver Trolley provides curb-to-curb service; therefore the driver should wait for an individual at the curb of a public street, in front or close to the rider's house, building, or other designated pick-up location as possible. For passenger drop offs, the driver should drop the rider off at the sidewalk, or another safe waiting area next to the curb of a public street, in front or as close to the designated drop off location as possible.

Limit 1000 Characters**Project using planned carry forward funding:**

Do you plan to set aside funding that you receive during this biennium to pay for expenses related to this project in a future biennium?

Yes

No

Please be aware that you will need to add a new project for each planned carry forward expense. For example, if you intend to use carry forward funds to (1) accumulate sufficient funds for a capital project that costs more than can be funded during a single STIF Formula funding cycle; (2) make bond payments on the acquisition of a capital asset; and (3) pay for a planning expense during the next biennium, you will need to add a project for each of these planned uses of your carry forward funding.

Percent of project budget in district

0%

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service

0%

Maintain Service

100%

Please explain why all or part of this project is maintaining an existing service.

The City of Silverton receives 5311 Grant funds for operations and has used STIF, formerly STF, as match for the 5311 grant funds as a way of maintaining service.

Limit 500 Characters

Local Plan this project is derived from:

Silverton Transportation System Plan Pg 11

Multi-Phase Project

Is your project part of a larger multi-phase project?

No

4.1.1 Project Scope

Task 1

Task Description

City of Silverton, Silver Trolley 5311 Match

The Silver Trolley is operated by the City of Silverton's Community Development Department and provides demand responsive (dial-a-ride) curb-to-curb service for the senior, disabled, special needs, youth, economically disadvantaged, and the general public.

The Silver Trolley provides free curb-to-curb service; drivers wait for an individual at the curb of a public street, in front or close to the rider's house, building, or other designated pick-up location as possible.

For passenger drop offs, the driver drops the rider off at the sidewalk, or another safe waiting area next to the curb of a public street, in front or as close to the designated drop off location as possible.

Dispatch is available for ride scheduling Monday through Friday from 8:00 AM to 5:00 PM (Dispatchers will not be available to answer phones on Saturdays so all trips need to be made by Friday). There is

24 hour voicemail service available for after hour calls or if the line is busy. Dispatchers shall route and schedule each trip request at the time the reservation is made. Ride confirmation and "ready times" will be given to the rider. When at capacity, alternative times and/or days can be arranged, or the trip may be denied. Riders should expect the Trolley vehicle within 30 minutes of the arranged time (15 minutes before and 15 minutes after the scheduled time).

The City periodically does outreach to ascertain the effectiveness of the Silver Trolley service and to see if there are any desired changes to the service. The City also advertises the Trolley service through

print media being available in the City Hall lobby where citizens pay their Water Bill.

Riders of the Silver Trolley can coordinate their ride with Cherriots 20x to connect Silverton to the communities of Salem, Woodburn, Mt. Angel, Hubbard, Gervais, and other neighboring communities in between.

The Silver Trolley is expected to continue to serve the community of Silverton with a convenient demand response transportation service at no charge for seniors, people with disabilities, and the general public.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Specify the mode that this task will support.

Fixed Route Demand Response Deviated Fixed Route

Operations Task Category

Task Category Amount

\$50,122.00

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
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STIF Population Funds	\$25,061.00	\$25,061.00		\$50,122.00
STIF Payroll Funds	\$0.00	\$0.00		\$0.00
Federal	\$0.00	\$0.00		\$0.00
Other State	\$0.00	\$0.00		\$0.00
Local	\$0.00	\$0.00		\$0.00
Other Funds	\$0.00	\$0.00		\$0.00
Prior Biennia STIF Funds	\$0.00	\$0.00		\$0.00
Prior Biennia Interest Accrued	\$0.00	\$0.00		\$0.00
	\$25,061.00	\$25,061.00	\$0.00	\$50,122.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles	Revenue Hours	Rides
11,500	1,950.00	4,400

Number of people with access to transit (within 1/2 mile of transit stop for fixed route)

Number of Low-Income Households with access to transit (within 1/2 mile of transit stop for fixed route)

Number of new shared stops with other transit providers (reducing fragmentation in transit services)

0

Is this project supporting student transportation?

Yes

Choose at least one

Operations

- Number of students in grades 9-12 with free or reduced fare transit pass
- Number of students in grades 9-12 attending a school served by transit
- Number of rides provided to students in grades 9-12
- Other

Operations - Demand Response

- Number of students in grades 9-12 served by demand response

Number of students in grades 9-12 with free or reduced fare transit pass

6

Number of students in grades 9-12 served by demand response

6

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Outcome Measure 1

Outcome Measures for Older Adults and People with Disabilities

Revenue Miles

7,590

Revenue Hours

1,287.00

Rides

2,904

4.2 Allocation of STIF funds by project

Please identify what percentage of this STIF project budget is allocated to each of the criteria listed below by fiscal year.

Note: More information about requirements for criterion #7 can be found in [OAR 732-042-0015\(3\)\(j\)](#). More information about requirements for criterion #8 can be found in [OAR 732-042-0010\(1\)\(a\)](#).

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income

Households.

3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.

4. Procurement of low or no emission buses for use in areas with 200,000 or more.

5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.

6. Coordination between public transportation service providers to reduce fragmentation in the provision of transportation services.

7. Implementation of programs to provide student transit service for students in grades 9-12.

8. Services for older adults and people with disabilities.

FY 2026 STIF Total
\$25,061.00

FY 2027 STIF Total
\$25,061.00

FY 2028 STIF Total
\$0.00

FY 2029 STIF Total
\$0.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply to this project, fill in with zeros. Do not add or remove any criteria from the table.

Criterion	FY 2026	FY 2027	FY 2028	FY 2029
Criterion 1	0%	0%		
Criterion 2	0%	0%		
Criterion 3	0%	0%		
Criterion 4	0%	0%		
Criterion 5	0%	0%		
Criterion 6	0%	0%		
Criterion 7	0%	0%		
Criterion 8	100%	100%		
	100.00%	100.00%	0.00%	0.00%

4.3 Oregon Public Transportation Plan Goals

Select at least one goal.

For more information about these goals, please refer to page eight of the [Oregon Public Transportation Plan](#).

Select the OPTP goals that apply to your STIF Plan Projects.

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 8: Land Use
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

Project Name

City of Silverton, Silver Trolley 5311 Match

Subrecipient Project Total

\$50,122.00

Includes Prior Biennia STIF

Funds and Prior Biennia Interest

Accrued (FY 23-25)

FY 2026 STIF Project Total

\$25,061.00

Includes Prior Biennia STIF Funds and Prior Biennia Interest

Accrued (FY 23-25)

FY 2027 STIF Project Total

\$25,061.00

Includes Prior Biennia STIF Funds and Prior Biennia Interest

Accrued (FY 23-25)

Funds Supporting Student Transportation

FY 2026 STIF Funds supporting student transportation

\$0.00

FY 2027 STIF Funds supporting student transportation

\$0.00

FY 2026 percent of STIF Funds supporting student transportation

0%

FY 2027 percent of STIF Funds supporting student transportation

0%

Funds Supporting Older and Disabled Persons Transportation

FY 2026 STIF Funds supporting older and disabled persons transportation
\$25,061.00

FY 2027 STIF Funds supporting older and disabled persons transportation
\$25,061.00

FY 2026 percent of STIF Funds supporting older and disabled persons transportation
100%

FY 2027 percent of STIF Funds supporting older and disabled persons transportation
100%

Funds from Previous Biennia

FY 2026 STIF Funds From Previous Cycle
\$0.00

FY 2027 STIF Funds From Previous Cycle
\$0.00

The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)

Project 2

Subrecipient or Qualified Entity Name

City of Silverton

Project Name

Mobility Hub Design and Engineering

Limit 50 characters

Project Description

Hire a Design Firm to complete 60% Design Drawings for a Mobility Hub

Limit 1000 Characters

Project using planned carry forward funding:

Do you plan to set aside funding that you receive during this biennium to pay for expenses related to this project in a future biennium?

Yes

No

Please be aware that you will need to add a new project for each planned carry forward expense. For example, if you intend to use carry forward funds to (1) accumulate sufficient funds for a capital project

that costs more than can be funded during a single STIF Formula funding cycle; (2) make bond payments on the acquisition of a capital asset; and (3) pay for a planning expense during the next biennium, you will need to add a project for each of these planned uses of your carry forward funding.

Percent of project budget in district

0%

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service

100%

Maintain Service

0%

Local Plan this project is derived from:

2020 Silverton Transportation System Plan Pg 66

Multi-Phase Project

Is your project part of a larger multi-phase project?

No

4.1.1 Project Scope

Task 1

Task Description

Design and Engineering for a Mobility Hub

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

Communications 44.26.14

Equipment Purchase

Facility Purchase

- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

117-00 Other Capital Items Activity Type

- Third Party Contracts 11.71
- Force Accounts 11.72
- Real Estate (R/W) 11.75
- Real Estate (Other) 11.76

Third Party Contracts 11.71 Activity Detail

- | | |
|---|---|
| <input type="radio"/> 11.71.01 Preliminary Engineering | <input type="radio"/> 11.71.07 Audit |
| <input checked="" type="radio"/> 11.71.02 Final Design Services | <input type="radio"/> 11.71.08 Construction (Force Account) |
| <input type="radio"/> 11.71.03 Project Management | <input type="radio"/> 11.71.09 Rolling Stock Rehab (FA) |
| <input type="radio"/> 11.71.04 Construction Management | <input type="radio"/> 11.71.10 Inspection (FA) |
| <input type="radio"/> 11.71.05 Insurance | <input type="radio"/> 11.71.11 Other |
| <input type="radio"/> 11.71.06 Legal | <input type="radio"/> 11.71.12 Capital Cost of Contracting |

Other Capital Items Task Category

Task Category Amount

\$126,000.00

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$0.00	\$126,000.00			\$126,000.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00
Prior Biennia STIF Funds	\$0.00	\$0.00			\$0.00
Prior Biennia Interest Accrued	\$0.00	\$0.00			\$0.00
	\$0.00	\$126,000.00	\$0.00	\$0.00	\$126,000.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Outcome Measure 1

All Project Types

Other Measure

Plans Created

Number of Units:

Task 2

Task Description

Reserve funds will be set aside for potential construction

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

What percentage of the funding for this task is supporting the pedestrian/bike project?

10%

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Program Reserve Task Category

Task Category Amount

\$385,000.00

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$0.00	\$0.00			\$0.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00
Prior Biennia STIF Funds	\$172,500.00	\$172,500.00			\$345,000.00
Prior Biennia Interest Accrued	\$20,000.00	\$20,000.00			\$40,000.00
	\$192,500.00	\$192,500.00	\$0.00	\$0.00	\$385,000.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

4.2 Allocation of STIF funds by project

Please identify what percentage of this STIF project budget is allocated to each of the criteria listed below by fiscal year.

Note: More information about requirements for criterion #7 can be found in [OAR 732-042-0015\(3\)\(j\)](#). More information about requirements for criterion #8 can be found in [OAR 732-042-0010\(1\)\(a\)](#).

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between public transportation service providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.
8. Services for older adults and people with disabilities.

FY 2026 STIF Total	FY 2027 STIF Total	FY 2028 STIF Total	FY 2029 STIF Total
\$192,500.00	\$318,500.00	\$0.00	\$0.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply to this project, fill in with zeros. Do not add or remove any criteria from the table.

Criterion	FY 2026	FY 2027	FY 2028	FY 2029
-----------	---------	---------	---------	---------

Criterion 1	25%	0%
Criterion 2	25%	0%
Criterion 3	0%	0%
Criterion 4	0%	0%
Criterion 5	25%	0%
Criterion 6	0%	0%
Criterion 7	0%	0%
Criterion 8	25%	0%
	100.00%	0.00%
		0.00%
		0.00%

4.3 Oregon Public Transportation Plan Goals

Select at least one goal.

For more information about these goals, please refer to page eight of the [Oregon Public Transportation Plan](#).

Select the OPTP goals that apply to your STIF Plan Projects.

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 8: Land Use
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

Project Name

Mobility Hub Design and Engineering

Subrecipient Project Total

\$511,000.00

Includes Prior Biennia STIF

*Funds and Prior Biennia Interest
Accrued (FY 23-25)*

FY 2026 STIF Project Total	FY 2027 STIF Project Total
\$192,500.00	\$318,500.00
<i>Includes Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>	<i>Includes Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>

Funds Supporting Student Transportation

FY 2026 STIF Funds supporting student transportation	FY 2027 STIF Funds supporting student transportation
\$0.00	\$0.00
FY 2026 percent of STIF Funds supporting student transportation	FY 2027 percent of STIF Funds supporting student transportation
0%	0%

Funds Supporting Older and Disabled Persons Transportation

FY 2026 STIF Funds supporting older and disabled persons transportation	FY 2027 STIF Funds supporting older and disabled persons transportation
\$48,125.00	\$0.00
FY 2026 percent of STIF Funds supporting older and disabled persons transportation	FY 2027 percent of STIF Funds supporting older and disabled persons transportation
25%	0%

Funds from Previous Biennia

FY 2026 STIF Funds From Previous Cycle	FY 2027 STIF Funds From Previous Cycle
\$192,500.00	\$192,500.00
<i>The total of Prior Biennia STIF Funds and Prior Biennia Interest</i>	<i>The total of Prior Biennia STIF Funds and Prior Biennia Interest</i>

Accrued (FY 23-25)

Accrued (FY 23-25)

Project 3

Subrecipient or Qualified Entity Name

City of Silverton

Project Name

Service Expansion

Limit 50 characters

Project Description

Expand Transit Service in Silverton with a combination of an increase in revenue hours for the Silver Tolley and an increase in contracted services with Cherriots based on outcome of Transit Service Expansion Study (June 2025 completion date)

Limit 1000 Characters

Project using planned carry forward funding:

Do you plan to set aside funding that you receive during this biennium to pay for expenses related to this project in a future biennium?

Yes

No

Please be aware that you will need to add a new project for each planned carry forward expense. For example, if you intend to use carry forward funds to (1) accumulate sufficient funds for a capital project that costs more than can be funded during a single STIF Formula funding cycle; (2) make bond payments on the acquisition of a capital asset; and (3) pay for a planning expense during the next biennium, you will need to add a project for each of these planned uses of your carry forward funding.

Percent of project budget in district

0%

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service

100%

Maintain Service

0%

Local Plan this project is derived from:

2020 Silverton Transportation System Plan Pg 52

Multi-Phase Project

Is your project part of a larger multi-phase project?

No

4.1.1 Project Scope

Task 1

Task Description

Increase Silver Trolley Revenue hours or increase transit service with contracting with Cherriots based on outcome of Transit Service Expansion Study (June 2025 completion date)

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Specify the mode that this task will support.

Fixed Route Demand Response Deviated Fixed Route

Operations Task Category

Task Category Amount

\$200,000.00

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00
STIF Payroll Funds	\$100,000.00	\$100,000.00			\$200,000.00
Federal	\$0.00	\$0.00			\$0.00
Other State	\$0.00	\$0.00			\$0.00
Local	\$0.00	\$0.00			\$0.00
Other Funds	\$0.00	\$0.00			\$0.00
Prior Biennia STIF Funds	\$0.00	\$0.00			\$0.00
Prior Biennia Interest Accrued	\$0.00	\$0.00			\$0.00
	\$100,000.00	\$100,000.00	\$0.00	\$0.00	\$200,000.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles	Revenue Hours	Rides
<input type="text" value="4,000"/>	<input type="text" value="700.00"/>	<input type="text" value="1,500"/>

Number of people with access to transit (within ½ mile of transit stop for fixed route)

Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed route)

Number of new shared stops with other transit providers (reducing fragmentation in transit services)

Is this project supporting student transportation?

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Outcome Measure 1

Outcome Measures for Older Adults and People with Disabilities

Revenue Miles	Revenue Hours	Rides
<input type="text" value="2,640"/>	<input type="text" value="462.00"/>	<input type="text" value="990"/>

Task 2

Task Description

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Program Reserve Task Category

Task Category Amount

\$385,000.00

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
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STIF Population Funds	\$0.00	\$0.00		\$0.00
STIF Payroll Funds	\$0.00	\$0.00		\$0.00
Federal	\$0.00	\$0.00		\$0.00
Other State	\$0.00	\$0.00		\$0.00
Local	\$0.00	\$0.00		\$0.00
Other Funds	\$0.00	\$0.00		\$0.00
Prior Biennia STIF Funds	\$172,500.00	\$172,500.00		\$345,000.00
Prior Biennia Interest Accrued	\$20,000.00	\$20,000.00		\$40,000.00
	\$192,500.00	\$192,500.00	\$0.00	\$0.00
				\$385,000.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

4.2 Allocation of STIF funds by project

Please identify what percentage of this STIF project budget is allocated to each of the criteria listed below by fiscal year.

Note: More information about requirements for criterion #7 can be found in [OAR 732-042-0015\(3\)\(j\)](#). More information about requirements for criterion #8 can be found in [OAR 732-042-0010\(1\)\(a\)](#).

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between public transportation service providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.
8. Services for older adults and people with disabilities.

FY 2026 STIF Total	FY 2027 STIF Total	FY 2028 STIF Total	FY 2029 STIF Total
\$292,500.00	\$292,500.00	\$0.00	\$0.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply to this project, fill in with zeros. Do not add or remove any criteria from the table.

Criterion	FY 2026	FY 2027	FY 2028	FY 2029
Criterion 1	25%	0%		
Criterion 2	25%	0%		
Criterion 3	0%	0%		
Criterion 4	0%	0%		
Criterion 5	25%	0%		
Criterion 6	0%	0%		
Criterion 7	0%	0%		
Criterion 8	25%	0%		
	100.00%	0.00%	0.00%	0.00%

4.3 Oregon Public Transportation Plan Goals

Select at least one goal.

For more information about these goals, please refer to page eight of the [Oregon Public Transportation Plan](#).

Select the OPTP goals that apply to your STIF Plan Projects.

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 8: Land Use
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

Project Name

Service Expansion

Subrecipient Project Total

\$585,000.00

Includes Prior Biennia STIF

Funds and Prior Biennia Interest

Accrued (FY 23-25)

FY 2026 STIF Project Total

\$292,500.00

Includes Prior Biennia STIF Funds and Prior Biennia Interest

Accrued (FY 23-25)

FY 2027 STIF Project Total

\$292,500.00

Includes Prior Biennia STIF Funds and Prior Biennia Interest

Accrued (FY 23-25)

Funds Supporting Student Transportation

FY 2026 STIF Funds supporting student transportation

\$0.00

FY 2027 STIF Funds supporting student transportation

\$0.00

FY 2026 percent of STIF Funds supporting

FY 2027 percent of STIF Funds supporting

student transportation 0%	student transportation 0%
------------------------------	------------------------------

Funds Supporting Older and Disabled Persons Transportation

FY 2026 STIF Funds supporting older and disabled persons transportation \$73,125.00	FY 2027 STIF Funds supporting older and disabled persons transportation \$0.00
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FY 2026 percent of STIF Funds supporting older and disabled persons transportation 25%	FY 2027 percent of STIF Funds supporting older and disabled persons transportation 0%
--	---

Funds from Previous Biennia

FY 2026 STIF Funds From Previous Cycle \$192,500.00 <i>The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>	FY 2027 STIF Funds From Previous Cycle \$192,500.00 <i>The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>
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5. All Projects Totals

Subrecipient Projects Grand Total \$1,146,122.00	Planned Carried Forward \$0.00	Amount in District \$0.00	Amount out of District \$1,146,122.00
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Subrecipient Projects Grand Total: <i>Includes Subrecipient Projects Total, as well as Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>	Planned Carry Forward Total: <i>The total amount of funding that is set aside to pay for project expenses in a future biennium.</i>
---	---

Subrecipient Projects Total
\$376,122.00

Subrecipient Projects Total: This does not include Prior Biennia STIF Funds or Prior Biennia Interest Accrued (FY 23-25).

FY 2026 Total Prior Biennia Funds	FY 2027 Total Prior Biennia Funds
--	--

\$385,000.00	\$385,000.00
<i>The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>	<i>The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i>
FY 2026 Total STIF Funds	FY 2027 Total STIF Funds
\$510,061.00	\$636,061.00

FY 2026 Student STIF Funds	FY 2027 Student STIF Funds
\$0.00	\$0.00
FY 2026 Percent of STIF Funds supporting student transportation	FY 2027 Percent of STIF Funds supporting student transportation
0.00%	0.00%

Please explain why your allocation of STIF Funds to support student transportation is less than 1 %.

The STIF includes funds within reserve or contingency that will be used to support transportation, including student transportation when spent

Limit 500 Characters

FY 2026 Older and Disabled Persons STIF Funds	FY 2027 Older and Disabled Persons STIF Funds
\$146,311.00	\$25,061.00
FY 2026 Percent of STIF Funds supporting older and disabled persons transportation	FY 2027 Percent of STIF Funds supporting older and disabled persons transportation
28.69%	3.94%

By signing below, I certify that I am authorized to submit this Subrecipient Project Application to Salem Area Mass Transit District on behalf of City of Silverton.

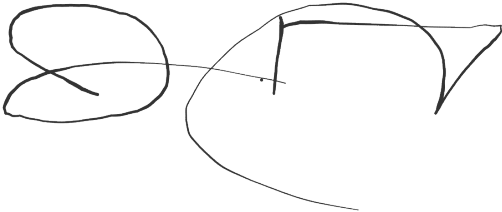
Name of authorized representative

Jason Gottgetreu

Title of authorized representative

Community Development Director

Signature

A handwritten signature in black ink, consisting of a large, stylized 'S' followed by a series of loops and a sharp downward stroke.

Signature Date

10/24/2024

Subrecipient Project Application 2025-27

For alternative formats / accessibility questions please reach out to: The Regional Transit Coordinator in your region or Brian Roth: brian.roth@odot.oregon.gov

1. Subrecipient Information

Service Provider Name

South Metro Area Regional Transit (SMART)

Service Provider Contact Name

Dwight Brashear

Service Provider Contact Title

Transit Director

Service Provider Phone Number

(503) 682-7790

Service Provider Email

info@ridesmart.com

Service Provider Type

City

Employer Identification Number (EIN)

93-0580494

Service Provider Website

Ridesmart.com

2. Qualified Entity representing Subrecipient

Qualified Entity Name

Salem Area Mass Transit District

STIF Plan Contact Name

Shofi Azum

STIF Plan Contact Title

Chief Planning and Development Officer

STIF Plan Contact Phone Number

(503) 361-2552

STIF Plan Contact Email

shofi.azum@cherriots.org

This email address will receive the completed PTSP Project Template.

End Date of QE STIF Plan

6/30/2027

3. Local Plan Compliance

3.1 Existing Local Plans from which project(s) are derived.

Remember to add more than one plan if you are using a combination of multiple plans to meet this requirement.

Local Plan 1

Local Plan Name

2023 SMART Transit Master Plan

Governing Body that adopted Local Plan

Wilsonville City Council

Plan Adoption Date

10/2/2023

Local Plan Web Address

<https://www.ridesmart.com/transit/page/transit-master-plan>

Upload copy of Local Plan if it's not available on a website.

wilsonville_smart_tmp_-_2023_update_-_final_w_cover.pdf

Limit 100 MB

3.2 Local Plan requirements

I agree that the Local Plan(s), either separately or together, contain all of the information required by OAR 732-040-0005(19).

Yes

No, one or more Local Plans are not yet consistent with STIF rule requirements.

4. Projects

4.1 Project Detail Entry

Project 1**Subrecipient or Qualified Entity Name**

South Metro Area Regional Transit (SMART) | City of Wilsonville

Project Name

1X Saturday Service

Limit 50 characters

Project Description

City of Wilsonville, doing business as SMART, provides a service in partnership with Cherriots called the 1X. The 1X is a commuter service between the Cities of Salem and Wilsonville. At this time, the 1X is provided approximately every 30 minutes to an hour during the weekday. This project would add an additional 4 runs between Wilsonville and Salem on Saturdays. These runs would include a morning run, a late morning run, an early afternoon run and a late afternoon/evening run.

Limit 1000 Characters

Project using planned carry forward funding:

Do you plan to set aside funding that you receive during this biennium to pay for expenses related to this project in a future biennium?

Yes

No

Please be aware that you will need to add a new project for each planned carry forward expense. For

example, if you intend to use carry forward funds to (1) accumulate sufficient funds for a capital project that costs more than can be funded during a single STIF Formula funding cycle; (2) make bond payments on the acquisition of a capital asset; and (3) pay for a planning expense during the next biennium, you will need to add a project for each of these planned uses of your carry forward funding.

Percent of project budget in district

80%

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service

100%

Maintain Service

0%

Local Plan this project is derived from:

2023 Transit Master Plan

Multi-Phase Project

Is your project part of a larger multi-phase project?

No

4.1.1 Project Scope

Task 1

Task Description

Operations funding for an additional 4 runs between Wilsonville and Salem on Saturdays. These runs would include a morning run, a late morning run, an early afternoon run and a late afternoon/evening run.

Examples:

- Purchase and installation of up to 12 branded bus stop signs.
- This task provides resources for additional peak service to accommodate increased demand associated with implementation of the Youth Fare program.
- Local matching funds for Federal Grant to purchase a new vehicle

Limit 250 Characters

Is this task supporting services for older adults and people with disabilities?

Yes No

Is this task supporting a pedestrian or bike project with a physical or functional relationship to public transit?

Yes No

Category

- Communications 44.26.14
- Equipment Purchase
- Facility Purchase
- Mobility Management 11.7L.00
- Operations 30.09.00 (State Operating Assistance)
- Planning 44.20.00
- Preventive Maintenance 11.7A.00
- Program Reserve/Contingency 11.73.00
- Project Administration 11.79.00
- Signs/Shelters Purchase
- Vehicle Purchase 111-00
- Capital 117-00 Other Capital Items (Bus)

Specify the mode that this task will support.

- Fixed Route
- Demand Response
- Deviated Fixed Route

Operations Task Category

Task Category Amount

\$60,000.00

4.1.2 Expenditure Estimates

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

“Federal,” “Other State,” “Local,” and “Other Funds” categories may be used for funding other than STIF funding that is allocated to this task, including when STIF money is being used as matching funds for another funding source.

“Prior Biennia STIF Funds” refers to “old” STIF money. It includes any unspent STIF money that you received during the 2023-2025 biennium (including any unspent program reserves), which you are carrying forward for use during the 2025-2027 biennium. It does not include interest earned on STIF money during the 2023-2025 biennium, which should be listed as “Prior Biennia Interest Accrued,” for use during the 2025-2027 biennium.

Expenditures by Fund Source and Fiscal Year

Fund Type	FY 2026	FY 2027	FY 2028	FY 2029	Total
STIF Population Funds	\$0.00	\$0.00			\$0.00

STIF Payroll Funds	\$30,000.00	\$30,000.00		\$60,000.00
Federal	\$0.00	\$0.00		\$0.00
Other State	\$0.00	\$0.00		\$0.00
Local	\$0.00	\$0.00		\$0.00
Other Funds	\$0.00	\$0.00		\$0.00
Prior Biennia STIF Funds	\$0.00	\$0.00		\$0.00
Prior Biennia Interest Accrued	\$0.00	\$0.00		\$0.00
	\$30,000.00	\$30,000.00	\$0.00	\$0.00
				\$60,000.00

By checking this box, I confirm that this project task is only funded by STIF.

Check this box if you are using STIF funding in this task as a match another source of funding. Please make sure you have indicated that information in your task description above in section 4.1.1.

4.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles	Revenue Hours	Rides
6,656	156.00	2,000

Number of people with access to transit (within 1/2 mile of transit stop for fixed route)
4,700

Number of Low-Income Households with access to transit (within 1/2 mile of transit stop for fixed route)
282

Number of new shared stops with other transit providers (reducing fragmentation in transit services)
15

Is this project supporting student transportation?

No

Optional Outcome Measures

Please select at least one outcome measure that best reflects the benefit of this task.

Outcome Measure 1

All Project Types

Other Measure

Services Added

Number of Units:

1

4.2 Allocation of STIF funds by project

Please identify what percentage of this STIF project budget is allocated to each of the criteria listed below by fiscal year.

Note: More information about requirements for criterion #7 can be found in [OAR 732-042-0015\(3\)\(j\)](#). More information about requirements for criterion #8 can be found in [OAR 732-042-0010\(1\)\(a\)](#).

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between public transportation service providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.
8. Services for older adults and people with disabilities.

FY 2026 STIF Total	FY 2027 STIF Total	FY 2028 STIF Total	FY 2029 STIF Total
\$30,000.00	\$30,000.00	\$0.00	\$0.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply to this project, fill in with zeros. Do not add or remove any criteria from the table.

Criterion	FY 2026	FY 2027	FY 2028	FY 2029
Criterion 1	25%	25%		
Criterion 2	25%	25%		
Criterion 3	0%	0%		
Criterion 4	0%	0%		
Criterion 5	50%	50%		
Criterion 6	0%	0%		
Criterion 7	0%	0%		
Criterion 8	0%	0%		
	100.00%	100.00%	0.00%	0.00%

4.3 Oregon Public Transportation Plan Goals

Select at least one goal.

For more information about these goals, please refer to page eight of the [Oregon Public Transportation Plan](#).

Select the OPTP goals that apply to your STIF Plan Projects.

- Goal 1 Mobility: Public Transportation User Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 8: Land Use
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

4.4 Project Summary

Project Name

1X Saturday Service

Subrecipient Project Total

\$60,000.00

Includes Prior Biennia STIF

Funds and Prior Biennia Interest

Accrued (FY 23-25)

FY 2026 STIF Project

Total

\$30,000.00

Includes Prior Biennia

STIF Funds and Prior

Biennia Interest

Accrued (FY 23-25)

FY 2027 STIF Project

Total

\$30,000.00

Includes Prior Biennia

STIF Funds and Prior

Biennia Interest

Accrued (FY 23-25)

Funds Supporting Student Transportation

**FY 2026 STIF Funds
supporting student
transportation**

\$0.00

**FY 2027 STIF Funds
supporting student
transportation**

\$0.00

**FY 2026 percent of STIF
Funds supporting
student transportation**

0%

**FY 2027 percent of
STIF Funds supporting
student transportation**

0%

Funds Supporting Older and Disabled Persons Transportation

**FY 2026 STIF Funds
supporting older and
disabled persons
transportation**

\$0.00

**FY 2027 STIF Funds
supporting older and
disabled persons
transportation**

\$0.00

**FY 2026 percent of STIF
Funds supporting older
and disabled persons
transportation**

0%

**FY 2027 percent of
STIF Funds
supporting older and
disabled persons
transportation**

0%

Funds from Previous Biennia

<p>FY 2026 STIF Funds From Previous Cycle \$0.00 <i>The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i></p>	<p>FY 2027 STIF Funds From Previous Cycle \$0.00 <i>The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i></p>
--	--

5. All Projects Totals

<p>Subrecipient Projects Grand Total \$60,000.00 Subrecipient Projects Grand Total: <i>Includes Subrecipient Projects Total, as well as Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i></p>	<p>Planned Carried Forward \$0.00 Planned Carry Forward Total: <i>The total amount of funding that is set aside to pay for project expenses in a future biennium.</i></p>	<p>Amount in District \$48,000.00</p>	<p>Amount out of District \$12,000.00</p>
--	---	--	--

Subrecipient Projects Total
\$60,000.00

Subrecipient Projects Total: This does not include Prior Biennia STIF Funds or Prior Biennia Interest Accrued (FY 23-25).

<p>FY 2026 Total Prior Biennia Funds \$0.00 <i>The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i></p>	<p>FY 2027 Total Prior Biennia Funds \$0.00 <i>The total of Prior Biennia STIF Funds and Prior Biennia Interest Accrued (FY 23-25)</i></p>
---	---

<p>FY 2026 Total STIF Funds \$30,000.00</p>	<p>FY 2027 Total STIF Funds \$30,000.00</p>
--	--

<p>FY 2026 Student STIF Funds \$0.00</p>	<p>FY 2027 Student STIF Funds \$0.00</p>
<p>FY 2026 Percent of STIF Funds supporting student transportation 0.00%</p>	<p>FY 2027 Percent of STIF Funds supporting student transportation 0.00%</p>

Please explain why your allocation of STIF Funds to support student transportation is less than 1 %.

The 1X service is a commuter service between Salem and Wilsonville that is not directly intended to support student transportation. However, students, among others, use the service as a commute option between the two cities.

Limit 500 Characters

FY 2026 Older and Disabled Persons STIF Funds
\$0.00

FY 2027 Older and Disabled Persons STIF Funds
\$0.00

FY 2026 Percent of STIF Funds supporting older and disabled persons transportation
0.00%

FY 2027 Percent of STIF Funds supporting older and disabled persons transportation
0.00%

By signing below, I certify that I am authorized to submit this Subrecipient Project Application to Salem Area Mass Transit District on behalf of South Metro Area Regional Transit (SMART).

Name of authorized representative

Brad Dillingham

Title of authorized representative

Operations Manager

Signature



Signature Date

10/28/2024



RESOLUTION NO. 2024-05

APPROVAL OF STIF FORMULA FUNDING RECOMMENDATIONS

WHEREAS, the Salem Area Mass Transit District, hereafter referred to as “District,” is a “Qualified Entity” (QE) and responsible to oversee the distribution of STIF formula funds for Marion and Polk County; and,

WHEREAS, the District has conducted a selection process to determine the use of STIF formula funds. STIF funds can be used for effective planning, deployment, operation, and administration of public transportation programs.; and,

WHEREAS, as a result of the review will take action identifying which projects to support for funding; and,

WHEREAS, Table 1 and Table 2 attached to this resolution contains the projects and project costs for projects proposed for 2025-2027 Biennium STIF Formula funds.

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

THAT, the Board adopt Resolution No. 2024-05 to approve the list of projects and funding amounts identified in Table 1 and Table 2 attached to this resolution; and direct the General Manager to submit the funding recommendation and STIF Plan to ODOT by January 16, 2025.

ADOPTED by the Board of Directors on the 19th day of December 2024, and effective thereupon.

ATTEST:

Kirra Pressey
Recording Secretary

Maria Hinojos Pressey
Board President



Table 1: 2025-2027 STIF Formula funding (Population-based) recommendation

PTSP (Population Based - STIF)	2025-2027 Biennium Total W/20% added	Requested amount in STIF Application	STIFAC Recommended
SAMTD	\$2,123,204	\$2,123,204	\$2,123,204
City of Woodburn	\$621,514	\$621,514	\$621,514
City of Silverton	\$50,122	\$50,122	\$50,122
West Valley Hospital	\$63,440	\$49,088	\$49,088
City of Monmouth		\$221,437	\$14,352
Subtotal	\$2,858,280	\$3,065,365	\$2,858,280

Table 2: 2025-2027 STIF Formula funding (Payroll-based) recommendation

PTSP (Payroll Based - STIF)	2025-2027 Biennium Total W/20% added	Requested amount in STIF Application	STIFAC Recommended
SAMTD	\$19,628,272	\$19,544,634	\$19,781,483
City of Woodburn	\$1,238,927	\$1,322,565	\$1,332,888
City of Silverton	\$389,293	\$326,000	\$ -
City of Monmouth	\$555,110	\$591,830	\$697,230
City of Canby DBA Canby Area Transit	\$ -	\$500,000	\$ -
SMART	\$ -	\$60,000	\$ -
Subtotal	\$21,811,602	\$22,345,029	\$21,811,602

* PTSP = Public Transit Service Provider

2025-2027 Biennium STIF Plan and STIFAC Recommendation to District Board of Directors

December 19, 2024



2025-2027 Biennium STIF Plan

- Background
 - Statewide Transportation Improvement Fund (STIF) est. 2017
 - Dedicated funding source for improving, maintaining, and expanding public transportation for all users
 - Funds are allocated on a biennium basis by the Oregon Department of Transportation (ODOT)
 - Salem Area Mass Transit District is the designated Qualified Entity (QE)
 - As the QE, we oversee distribution of STIF Funds in Marion and Polk Counties (Woodburn, Silverton, West Valley Health, and Monmouth-Independence Trolley)

2025-2027 Biennium STIF Plan

- QE Governing Body must approve the STIF Plan
 - FY26-27 STIF Plan was developed based on revenue estimates provided by ODOT in August 2024, and then confirmed in November 2024
 - STIF payroll based formula funds may be used to support planning, operation, and administration of public transportation.
 - STIF population based formula funds provide funding for older adults and people with disabilities
 - The FY26-27 STIF Plan is being presented to you tonight, with funding effective 7/1/25 – 6/30/27

2025-2027 Biennium Projected STIF Formula Revenues for the District

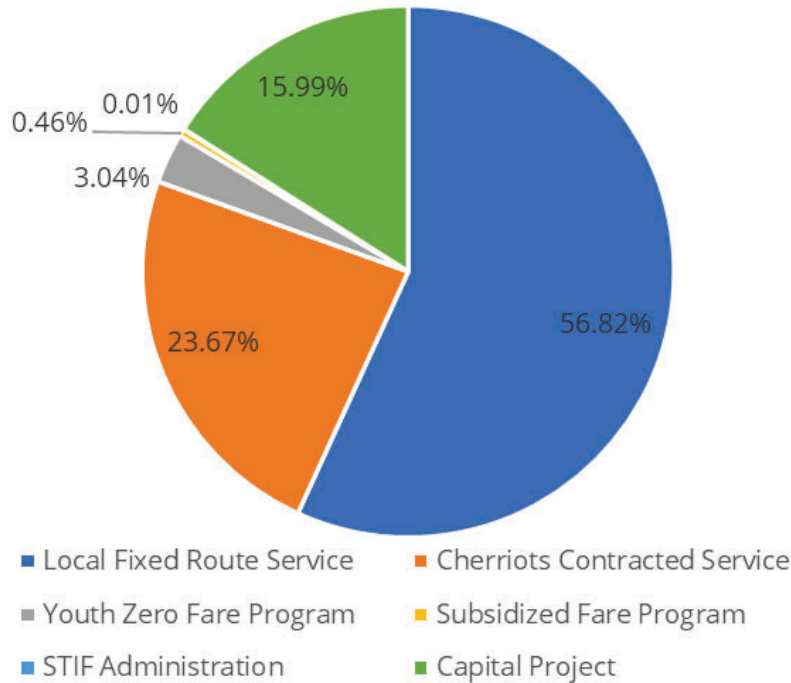
Total Planned 25-27 STIF Payroll-based Funds

STIF Type	FY26	FY27	Totals
Projected STIF Payroll	\$ 8,013,835	\$ 8,470,734	\$ 16,484,569
20% Over Projection	\$ 1,602,767	\$ 1,694,147	\$ 3,296,914
Unspent Prior Biennium	\$ 21,654,965	\$ 933,860	\$ 22,588,825
Total:	\$ 31,271,567	\$ 11,098,741	\$ 42,370,308

Total Planned 25-27 STIF Population-based Funds

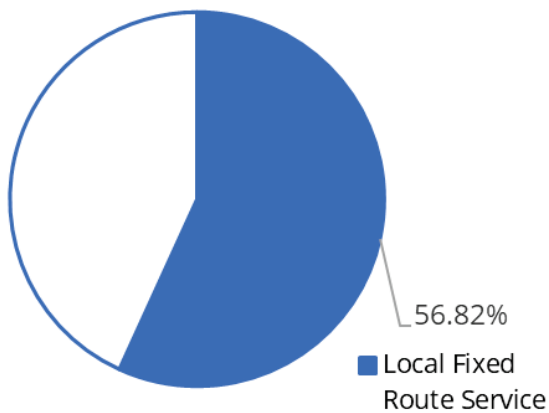
STIF Type	FY26	FY27	Totals
Projected STIF Population	\$ 884,668	\$ 884,669	\$ 1,769,337
20% Over Projection	\$ 176,934	\$ 176,934	\$ 353,868
Unspent Prior Biennium	\$ -	\$ -	\$ -
Total:	\$ 1,061,601	\$ 1,061,603	\$ 2,123,204

2025-2027 Biennium District STIF Plan Summary



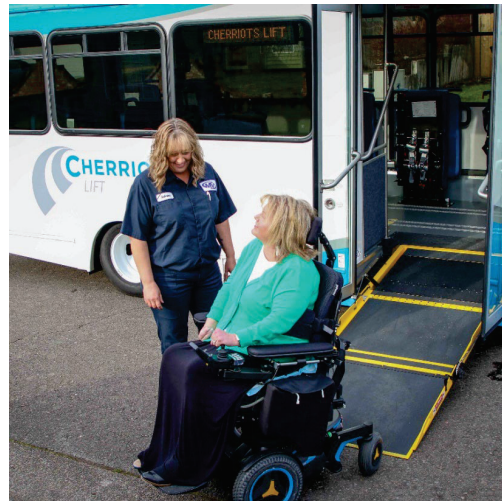
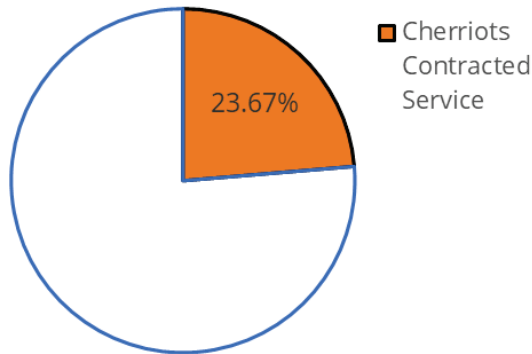
2025-2027 Biennium SAMTD STIF Formula Plan

Program	FY26	FY27	Total
Local Fixed Route Service	\$18,151,651	\$7,130,608	\$25,282,259



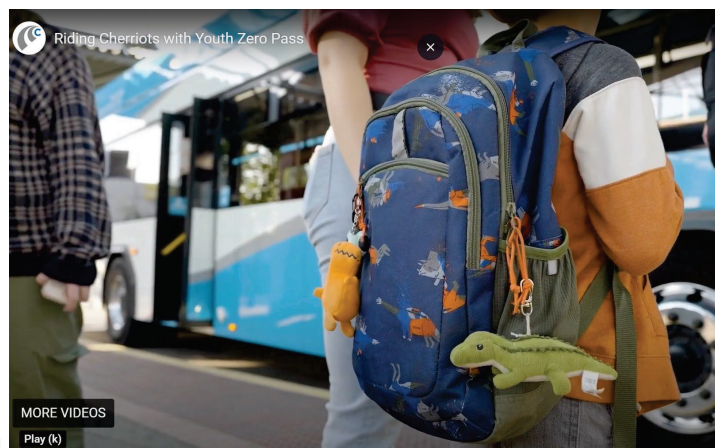
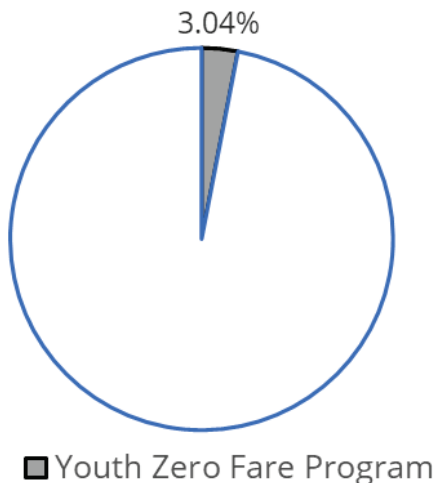
2025-2027 Biennium District STIF Formula Plan

Program	FY26	FY27	Total
Cherriots Contracted Services	\$6,587,562	\$3,946,146	\$10,533,708



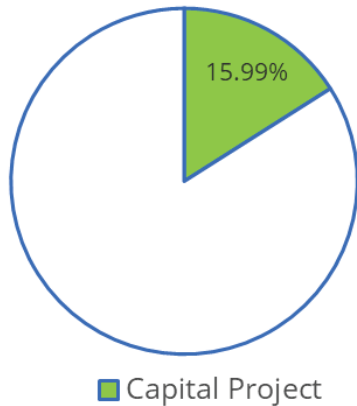
2025-2027 Biennium District STIF Formula Plan

Program	FY26	FY27	Total
Youth Zero Fare Program	\$673,860	\$678,860	\$1,352,720



2025-2027 Biennium District STIF Formula Plan

Program	FY26	FY27	Total
Capital Projects	\$6,815,365	\$300,000	\$7,115,365



2025-2027 Biennium District STIF Formula Plan

Program	FY26-27 Total
Local Fixed Route Service	\$ 25,282,259
Cherriots Contracted Services	\$ 10,533,708
Youth Zero Fare Program	\$ 1,352,720
Subsidized Fare Program	\$ 205,460
STIF Administration	\$ 4,000
Capital Project	\$ 7,115,365
Total	\$ 44,493,512

2025-2027 Biennium QE STIF Formula Funding

- Population based STIF formula funding with 20% over projection: **\$2,858,280**
- Payroll based STIF Formula funding with 20% over projection: **\$21,811,602**

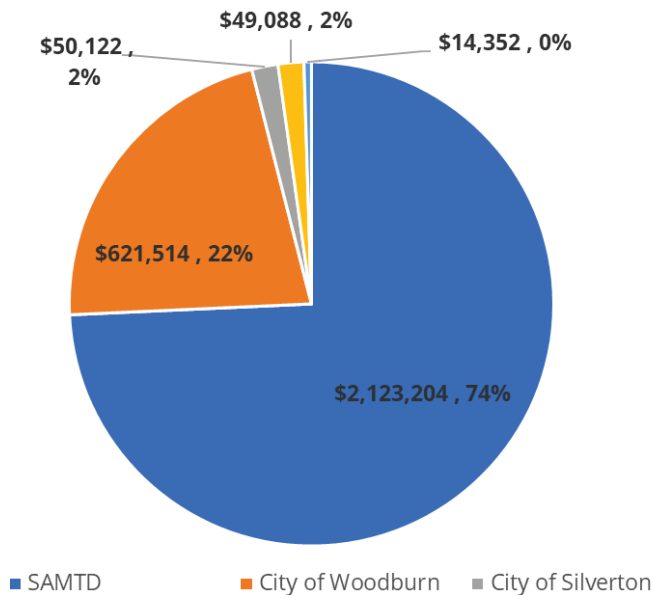
2025-2027 Biennium QE STIF Formula Funding Allocation Process

- ODOT solicitation open: **August 27, 2024**
- Public notice issued: **September 18, 2024**
- Application due to QE: **October 25, 2024**
- STIFAC application review and scoring: **November 1, 2024**
- STIFAC recommendation to SAMTD Board: **December 19, 2024**
- QE application due to ODOT: **January 16, 2025**

2025-2027 Biennium QE STIF Formula Funding- STIFAC Recommendation

PTSP (POPULATION Based - STIF)	2025-2027 Biennium Total W/20% added	Requested amount in STIF Application	STIFAC Recommended
District (SAMTD)	\$2,123,204	\$2,123,204	\$2,123,204
City of Woodburn	\$621,514	\$621,514	\$621,514
City of Silverton	\$50,122	\$50,122	\$50,122
West Valley Hospital	\$63,440	\$49,088	\$49,088
City of Monmouth		\$221,437	\$14,352
Subtotal	\$2,858,280	\$3,065,365	\$2,858,280
Funding Gap		\$(207,085)	\$ -

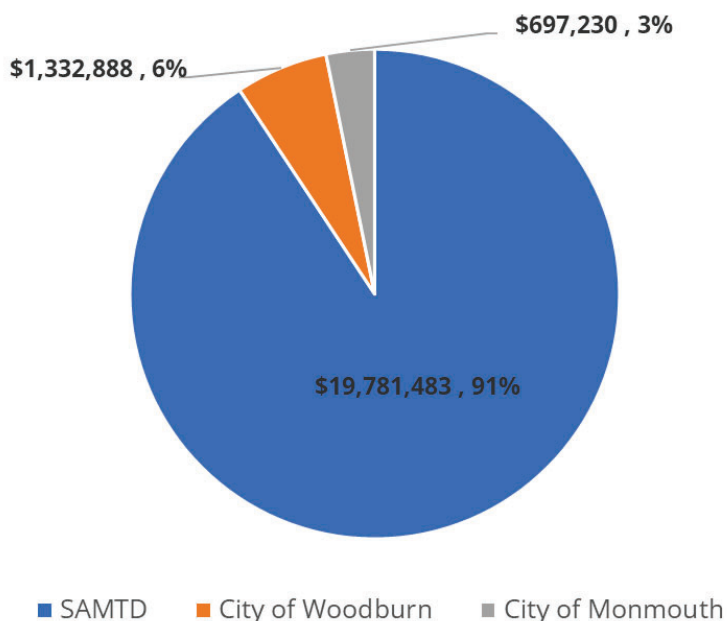
2025-2027 Biennium QE STIF Formula (Population) Funding- STIFAC Recommendation



2025-2027 Biennium QE STIF Formula Funding- STIFAC Recommendation

PTSP (PAYROLL Based - STIF)	2025-2027 Biennium Total W/20% added	Requested amount in STIF Application	STIFAC Recommended
District (SAMTD)	\$19,628,272	\$19,544,634	\$19,781,483
City of Woodburn	\$1,238,927	\$1,322,565	\$1,332,888
City of Silverton	\$389,293	\$326,000	\$ -
City of Monmouth	\$555,110	\$591,830	\$697,230
City of Canby DBA Canby Area Transit	\$ -	\$500,000	\$ -
SMART	\$ -	\$60,000	\$ -
Subtotal	\$21,811,602	\$22,345,029	\$21,811,602
Funding Gap		\$(533,427)	\$

2025-2027 Biennium QE STIF Formula (Payroll) Funding- STIFAC Recommendation



To: Board of Directors
From: Chris French, Service Planning Manager
Shofi Ull Azum, Chief Planning and Development Officer
Thru: Allan Pollock, General Manager
Date: December 19, 2024
Subject: January 2025 Service Change Briefing

ISSUE

Shall the Board receive a briefing regarding Cherriots fixed route service beginning January 5, 2025?

BACKGROUND AND FINDINGS

This service change will begin on Sunday, January 5, and be in effect until Saturday, May 3.

Local bus service

Notable changes

Weekday schedule adjustments

- Planning staff have been using a new tool to analyze schedule adherence and on time performance for all of our routes. It allows weeks and months of trip data to be captured and analyzed in a much shorter period of time. Now that this data can be analyzed earlier, changes to improve a route's performance can be implemented sooner. For the January service change we've focused on **Routes 11, 14, and 19**. No run time is being removed from any of these routes. These changes will use the current run times and spread them over the routes and timepoints differently based on the captured data.
- During one of our **Talk with a Planner** sessions, we were asked to look at deadhead times from Del Webb to the Downtown Transit Center in the mornings. We've looked at those times and determined that an increase is necessary, that change will be made as part of this service change.

Keizer Transit Center Bay Assignment Update

With our battery electric bus fleet going into service, bay assignments have been updated. Buses will park at KTC according to the bay assignments listed below beginning Sunday, January 5.

Keizer Transit Center Bay Assignments			
Bay (Stop ID)	<i>Route</i>	Bay (Stop ID)	<i>Route</i>
A (1848)	<i>80X</i>	E (1852)	<i>19</i>
B (1849)	<i>Open</i>	F (1853)	<i>Charging Bay</i>
C (1850)	<i>12</i>	G (1854)	<i>11</i>
D (1851)	<i>14</i>	H (1855)	<i>Open</i>

Regional bus service

Notable changes

Stop removed

- Route 45 - Central Polk County
 - The stop located at 888 Monmouth Cutoff Rd., (Stop ID 1891) will be removed, as the property was sold to new owners who requested to have the stop removed. Riders may still request the bus to deviate to be dropped off or picked up from this address.

Keizer Transit Center Bay Assignment Update

- Route 80X - Keizer / Wilsonville Express
 - As displayed on the table above, beginning January 5, Route 80X will be serving only Bay A at Keizer Transit Center.

Holiday service

- Martin Luther King Jr. Day, Monday, January 20

- Cherriots Local will operate at the Saturday service level.
- Presidents Day, Monday, February 17
 - Cherriots Local will operate at the Sunday service level.

Cherriots LIFT

- Cherriots LIFT will have the same span of service as Cherriots Local on Martin Luther King Jr. Day and Presidents Day.

FINANCIAL IMPACT

None

RECOMMENDATION

For information only.

PROPOSED MOTION

None



To: Board of Directors
From: Bobbi Kidd, Strategic Initiatives Administrator
Thru: Allan Pollock, General Manager
Date: December 19, 2024
Subject: Fiscal Year 2025 Quarter 1 (FY25 Q1) Strategic Plan Report

ISSUE

Shall the Board receive the FY25 Q1 Organizational Strategic Plan Report?

BACKGROUND AND FINDINGS

In August 2022, the Board of Directors adopted an updated Organizational Strategic Plan. The Strategic Plan details the District's aspirations and specific steps for attaining goals set forth. It provides clarity around the vision for achieving excellence, supporting employee engagement and professional growth, increasing our value within the community, and achieving financial health.

This report summarizes progress achieved on Organizational Tactics identified in the work plan over the course of FY 25 Q1. This is in alignment with the commitment from Executive Leadership and District staff to monitor and report quarterly on Strategic Plan progress. This report will highlight this fiscal year's goals and quarter one accomplishments.

All of the efforts are aligned with the District's four Success Outcomes:

1. Community Value
2. Customer Satisfaction
3. Culture of Ownership
4. Financial Sustainability

FINANCIAL IMPACT

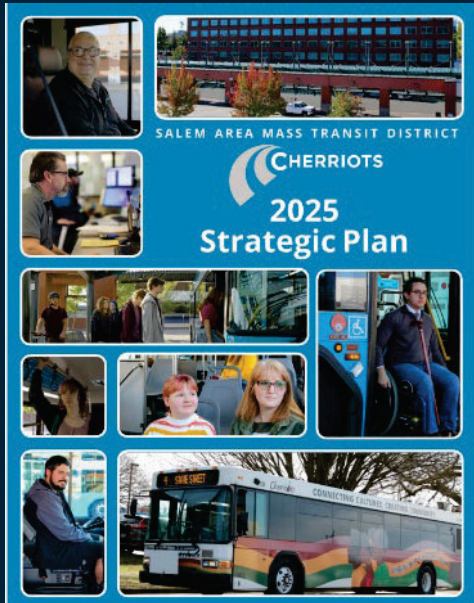
The FY 2025 budget includes funds for implementation of the Strategic Plan.

RECOMMENDATION

For information only.

PROPOSED MOTION

None.



Strategic Plan Board Report

Fiscal Year 2025

December, 2024



CHERRIOTS Guiding Principles



CHERRIOTS 2025 Success Outcomes

COMMUNITY VALUE



Maintain a Community Value score over 84



CUSTOMER SATISFACTION



Maintain Customer Satisfaction Net Promoter Scores

- Fixed Route: No less than 52
- LIFT: No less than 51



CULTURE OF OWNERSHIP



Increase our Employee Engagement score over the previous year by 5 percentage points or 69



FINANCIAL SUSTAINABILITY



Year 1: Expenditure/Revenue Reporting
 Year 2: 3-Year Rolling Budget Forecast
Year 3: Delivery of Full Capital Program Budget and Successful Completion of Triennial Review



CHERRIOTS Organizational Tactics

COMMUNITY VALUE



1. Establish Zero Emissions Infrastructure Roadmap
2. Share the Cherriotics Story

CUSTOMER SATISFACTION



1. Cherriotics Intelligent Transportation System Implementation
2. Conduct a Comprehensive Operational Analysis
3. Improve Safety and Security

CULTURE OF OWNERSHIP



1. Implement an Emerging Leaders Program
2. Implement a Mentor/Mentee Plan
3. Successful Negotiation of a Collective Bargaining Agreement
4. Implement a Merit Based Performance Management System
5. Complete Implementation of a Reward and Recognition Program
6. Improve Project Performance and Management
7. Improve Technology Services

FINANCIAL SUSTAINABILITY



1. Develop a Long Range Financial Plan
2. Establish Employee Facing Human Resource and Finance Employee Portal
3. Enhance the Capital Investment Plan
4. Successful Completion of Triennial Review



CHERRIOTS Tactic Highlight

Improve Technology Services

Assess and prioritize technology needs across all divisions and departments and pursue various technology solutions to business challenges.

Goals Identified for 2025

- Perform a study for evolution toward a cloud-first strategy and approach to include a potential cloud migration plan.
- Ensure that all hardware and software is supported and develop a Capital Investment Plan to replace hardware and software systems throughout the District.
- Monitor and Audit all technology systems on a periodic basis.
- Develop a committee to work with the Project Management Office to ensure all stakeholders have to opportunity to discuss technology solutions to their business challenges.
- Ensure all hardware and software in production have corresponding, up-to-date maintenance or service agreements are in place and adequately funded.



CHERRIOTS Tactic Highlight

Improve Project Performance and Management

Create and implement a robust, success outcomes-based project management plan that touches every division and department in the organization. The plan will focus on improvements to reporting, progress and the overall quality of our project processes.

Goals Identified for 2025

- Implement project control plan - Go live is July 1, 2024.
- Procure project management software through competitive solicitation.
- Revise implemented project control plan from testing phase.
- Implement final version of the project control plan.
- Develop project management plan.
- Finalize Capital Investment Plan (CIP) and conduct annual updates.
- Finalize the new format of the CIP and outline process for annual revision.
- Train all stakeholders on project management plan.
- Streamline the process for reporting out on project performance and for quarterly reporting.



CHERRIOTS Tactic Highlights

Improve Safety and Security

Establish a baseline to better understand rider, employee and community perceptions of safety and security and to develop goals and implement changes and actions to improve perceptions and actual occurrences.

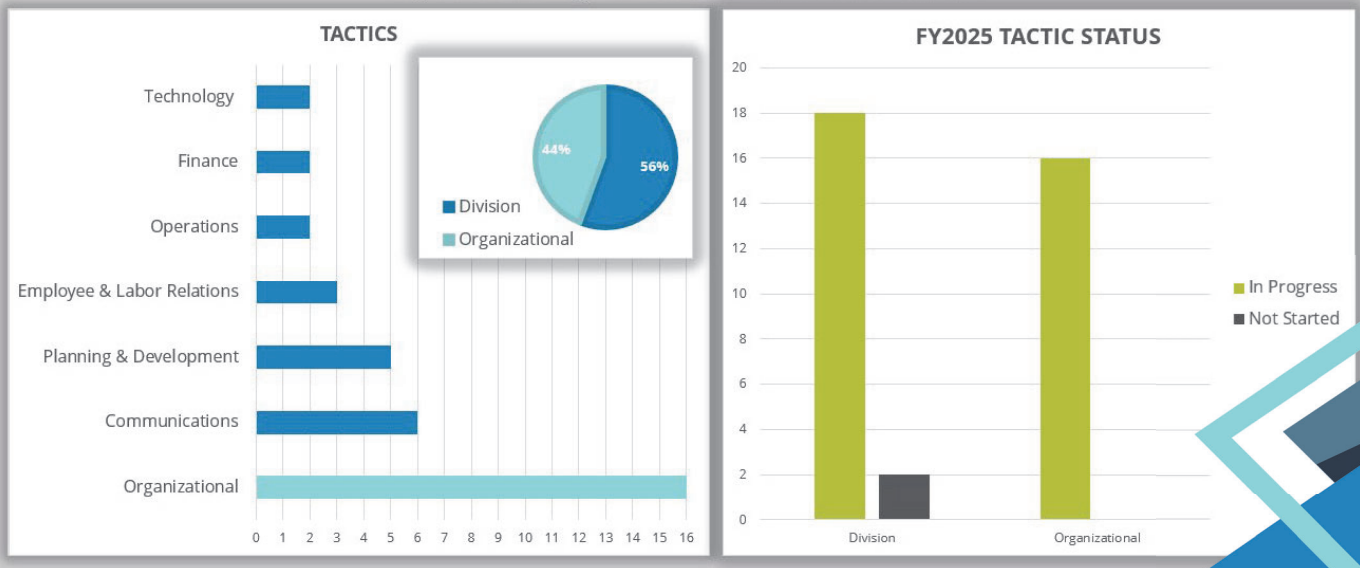
Goals Identified for 2025

- Gather more data from the public, business leaders and employees and ask for suggestions for improvement.
- Assess current department staffing and evaluate resources to manage the growing trends.
- Look for grant opportunities (pilot programs) to increase security visibility.
- Complete Phase 1 of the DW Gate/Fence project.
- Develop workplan and funding strategy for Phase 2 of the DW Gate/Fence project.
- Identify ways to make more robust the Agency Safety Plan.
- Develop new mandatory training opportunities for staff at different levels of the organization.



CHERRIOTS Quarter 1 Overview

Strategic Plan Quarterly Tactic Dashboard





CHERRIOTS Conclusion

- Kicked off Tactics for this fiscal year!
- Community and Customer surveys were completed and the results are forthcoming
- FY26 Strategic Planning was kicked off this month





BOARD MEETING MEMO

Agenda Item No. VIII.C

To: Board of Directors
From: Shofi Ull Azum, Chief Planning and Development Officer
David Trimble, Deputy General Manager
Thru: Allan Pollock, General Manager
Date: December 19, 2024
Subject: Fiscal Year 2025 Quarter 1 (FY25 Q1) Performance Report

ISSUE

Shall the Board receive the FY25 Q1 Performance Report?

BACKGROUND AND FINDINGS

The first quarter of FY25 began July 1, 2024 and ended September 30, 2024. System-wide ridership increased by **7.1%** in FY25Q1, while ridership per revenue hour saw a slight decrease of 0.4% compared to FY25 Q1 due to the implementation of Route 22 Kuebler Link. This new route resulted in a significant increase in revenue hours but the ridership was relatively low. The average monthly ridership in FY25 Q1 for Route 22 was 1,772. The District is working on a targeted outreach strategy and other marketing campaigns to enhance the visibility of this new route and boost ridership.

The On-Time Performance (OTP) for Cherriots Local service during this period was 82.3%, falling short of the District's target of 85%. The Transportation Department is actively working to address the 11.6% early departures (when a bus leaves a timepoint prior to its scheduled time), which, once resolved, is expected to improve the OTP for Local service. In contrast, Cherriots LIFT service achieved the target OTP of 91% for this quarter.

The Youth Zero Pass program, launched in September 2022, accounted for one-quarter of the total ridership during this quarter. Youth ridership increased by 8% (+16,906 rides) on Cherriots Local service and by 22% (+1,275 rides) on Cherriots Regional service.

Frequency of mechanical failures resulting in a road call (i.e., while the bus is in service) and the frequency of preventable bus collisions are currently being used to evaluate the safety and reliability of Cherriots services. Overall, Cherriots services have met or exceeded the goals set for these measures in FY25 Q1.

Key Performance Indicators (KPIs) for Cherriots fixed route (Local and Regional), paratransit service (also known as LIFT), Shop and Ride and Vanpool are included in Attachment A: Quarterly Performance Report. The data for these measures are derived from adjusted Trapeze schedules, vehicle fare boxes, passenger counting systems, trip reservation platform (Via Transportation, Inc), and staff-tracked measures.

All weekday, Saturday, and Sunday totals and daily average data in Attachment A are compared to the same time period of the previous fiscal year, FY24 Q1, when data is available. Year-to-date data comparisons between FY24 and FY25 are also included for weekday, Saturday, and Sunday service. Cherriots Regional and Shop and Ride services do not operate on Sundays. However, Cherriots paratransit service (LIFT) is available seven days a week.

FINANCIAL IMPACT

None.

RECOMMENDATION

For information only.

PROPOSED MOTION

None.



FISCAL YEAR 2025

QUARTER 1 PERFORMANCE REPORT

JULY 1, 2024 - SEPTEMBER 30, 2024

FY25 Q1 in Review



JULY
2024



- Planning led a successful agency-wide effort to test real-time passenger information available through a new Planning software tool called Swiftly. This technology would allow riders to see real-time bus arrival predictions from Google Maps as well as the Umo and Transit apps.

AUGUST
2024



- Planning staff began the process of route validation for the new Avail CAD/AVL system. This process is critical for validating that the route path, stop order, and announcements within the new bus technology match the service that is on the road.

SEPTEMBER
2024



- The September Service Change was implemented on September 1. Changes included renaming two stops located near the Salem Airport and adding them to the Route 6 schedule as timepoints; new and improved bus stops on Hayesville Drive for Route 12; Route and schedule adjustments for Route 22; and two new bus stops in Dallas at the Aquatic Center for Route 50X.



System Summary FY25 Q1



The table below provides a high-level summary of boardings, revenue miles, and revenue hours in Quarter 1 of Fiscal Year 2025 (FY25 Q1) compared to the same period of the previous fiscal year. Total ridership is up 7.1 percent, with the largest share of that coming from Cherriots Local bus service. Revenue hours and miles have increased as well due to the implementation of Route 22 Kuebler Link in May of 2024. This new route resulted in a significant increase in revenue hours, but not a significant increase in rides. Therefore, rides per revenue hour system wide are nearly the same as FY24 Q1.

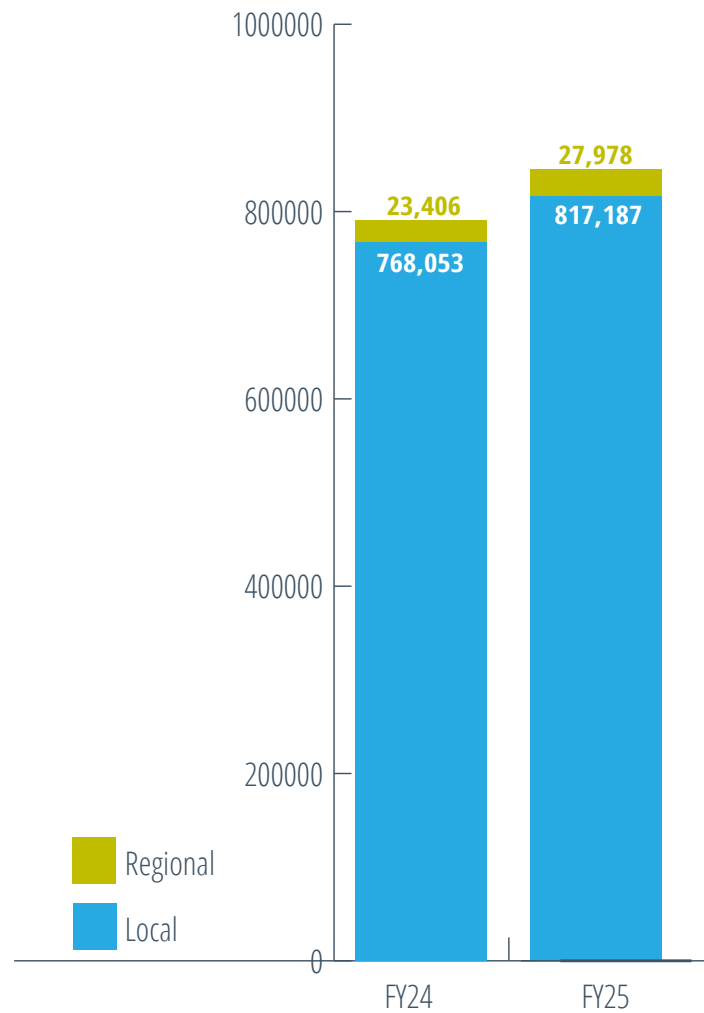
Performance Indicator	Fixed-Route		Paratransit (LIFT)	Dial-a-Ride (Shop and Ride)	Vanpool	Total	% Change from FY24 Q1
	Local	Regional					
Total Boardings	817,187	27,978	26,767	1,274	21,884	895,090	7.1%
Percent of Total Boardings	91.3%	3.1%	3.0%	0.1%	2.4%	--	--
Revenue Miles	681,694	133,322	146,089	8,697	123,774	1,093,576	6.3%
Boardings per Revenue Mile	1.2	0.2	0.2	0.1	0.2	0.8	0.8%
Revenue Hours	55,995	6,142	11,751	756	3,154	77,798	7.6%
Boardings per Revenue Hour	14.6	4.6	2.3	1.7	6.9	11.5	-0.4%





Ridership Trends FY25 Q1

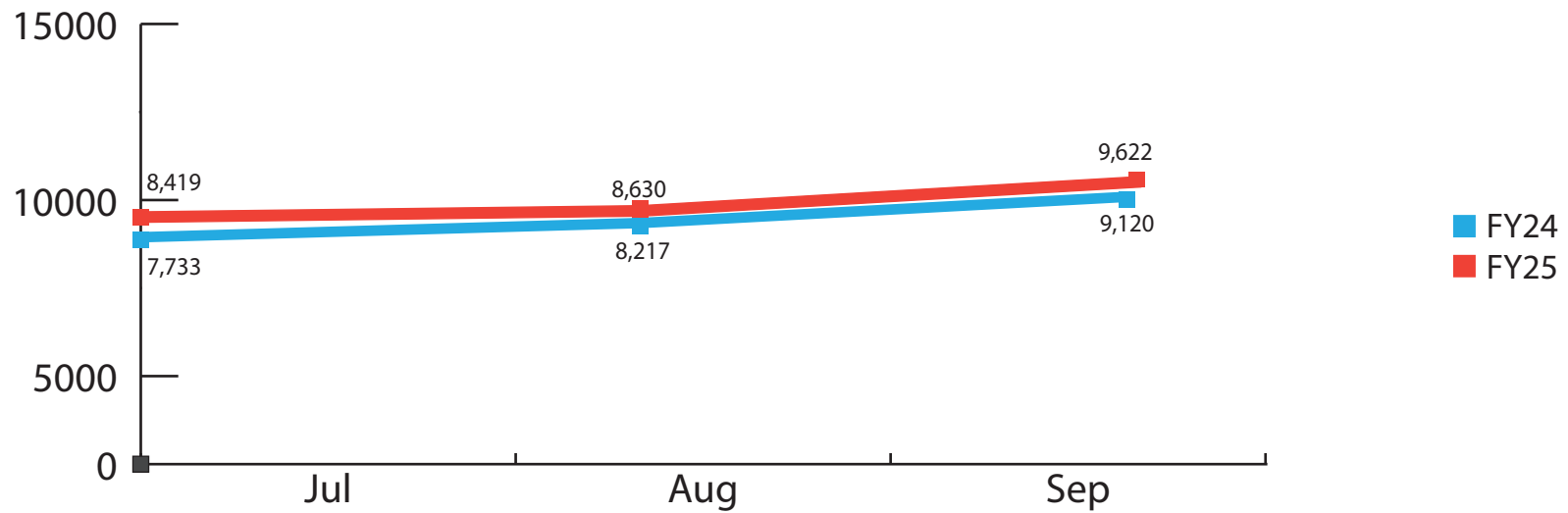
TOTAL FIXED ROUTE BOARDINGS

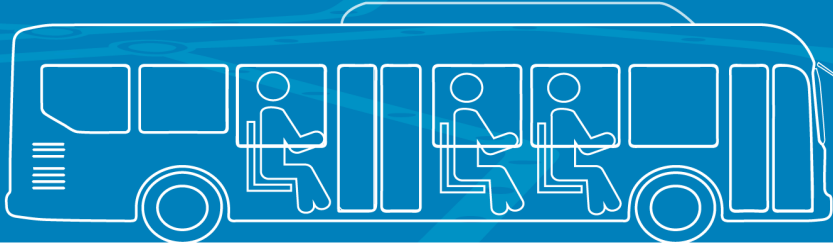




Ridership Trends FY25 Q1

LOCAL AVERAGE DAILY RIDES PER MONTH

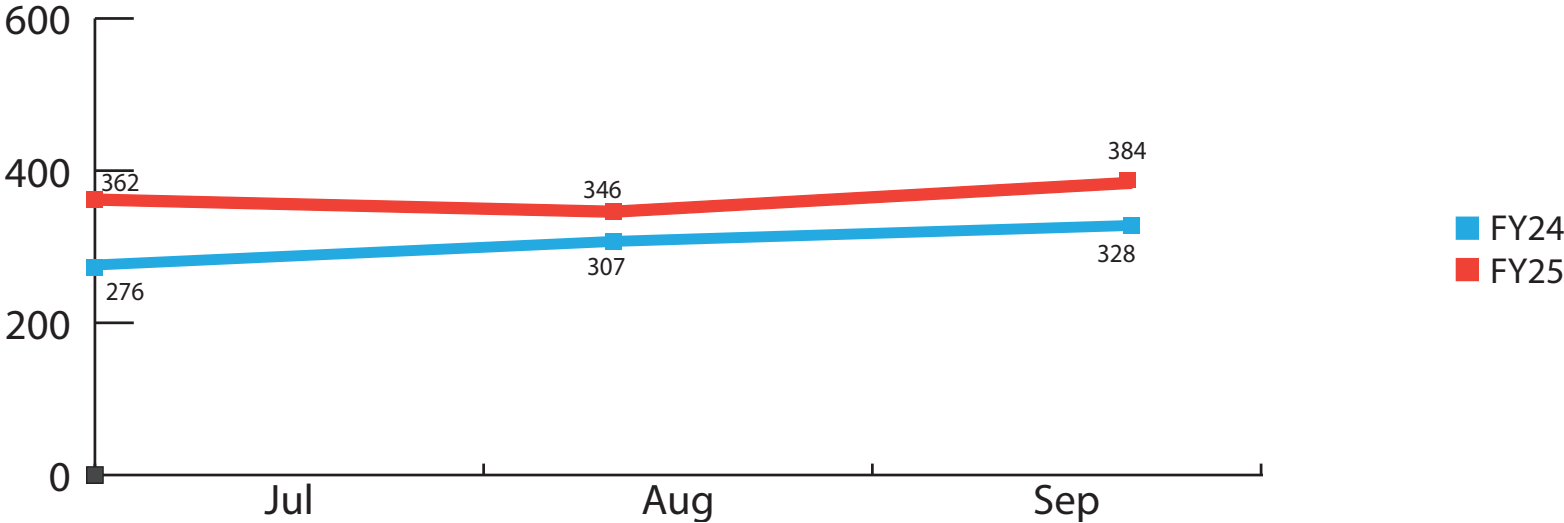




Ridership Trends FY25 Q1

QUARTERLY INCREASE/DECREASE

REGIONAL AVERAGE DAILY RIDES PER MONTH



Route Productivity FY25 Q1



Cherriots uses rides per revenue hour to measure a route's productivity. Each type of route is assigned a specific target, as listed below. Once the target is exceeded, additional frequency may be considered for that specific route in order to maintain a suitable level of passenger comfort and service level for the system.

- Corridor routes – Routes that operate on major transit pathways, including the **Core Network**, that connect to areas of major growth, employment, and activity centers. They typically operate at higher frequencies than Coverage routes.
 - Target: 20 rides per revenue hour
- Coverage routes – Routes that focus on providing access to transit over building high ridership, operate at lower frequencies, and typically travel through neighborhoods.
 - Target: 10 rides per revenue hour
- Commuter express routes – Routes that connect metropolitan areas with no stops in between.
 - Target – 10 rides per revenue hour
- Regional express routes – Routes that provide service between towns, cities, and communities in Marion and Polk counties.
 - Target - 10 rides per revenue hour
- Deviated fixed routes – Routes that run along a fixed path with fixed stops, but also can deviate up to three-quarters of a mile away from the route path.
 - Target – 5 rides per revenue hour



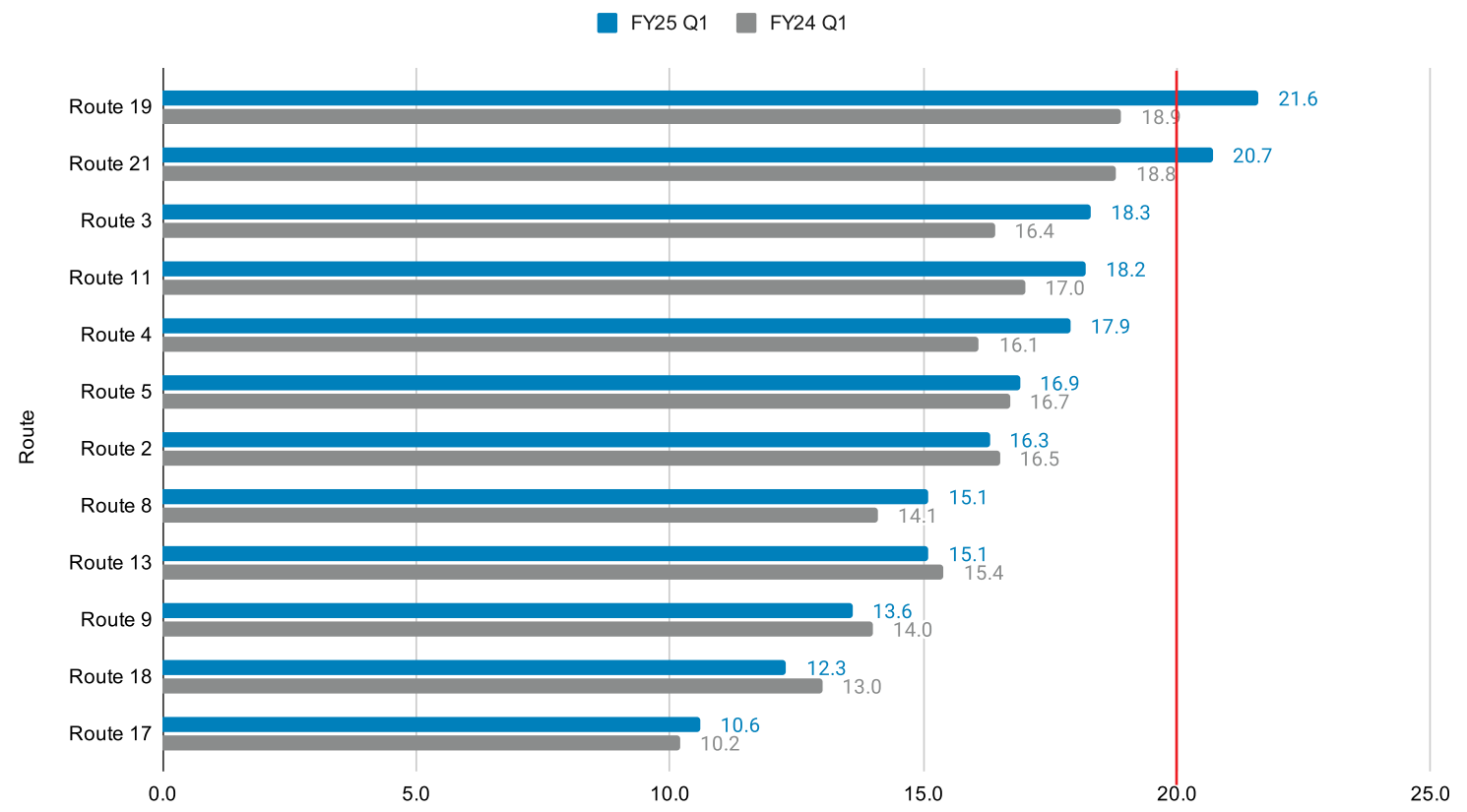


Route Productivity FY25 Q1

FY25 Q1 WEEKDAY RIDES PER REVENUE HOUR LOCAL BUS SERVICE - CORRIDOR ROUTES

Weekday Rides per Revenue Hour Local Bus Service - Corridor Routes

Target: 20 Boardings



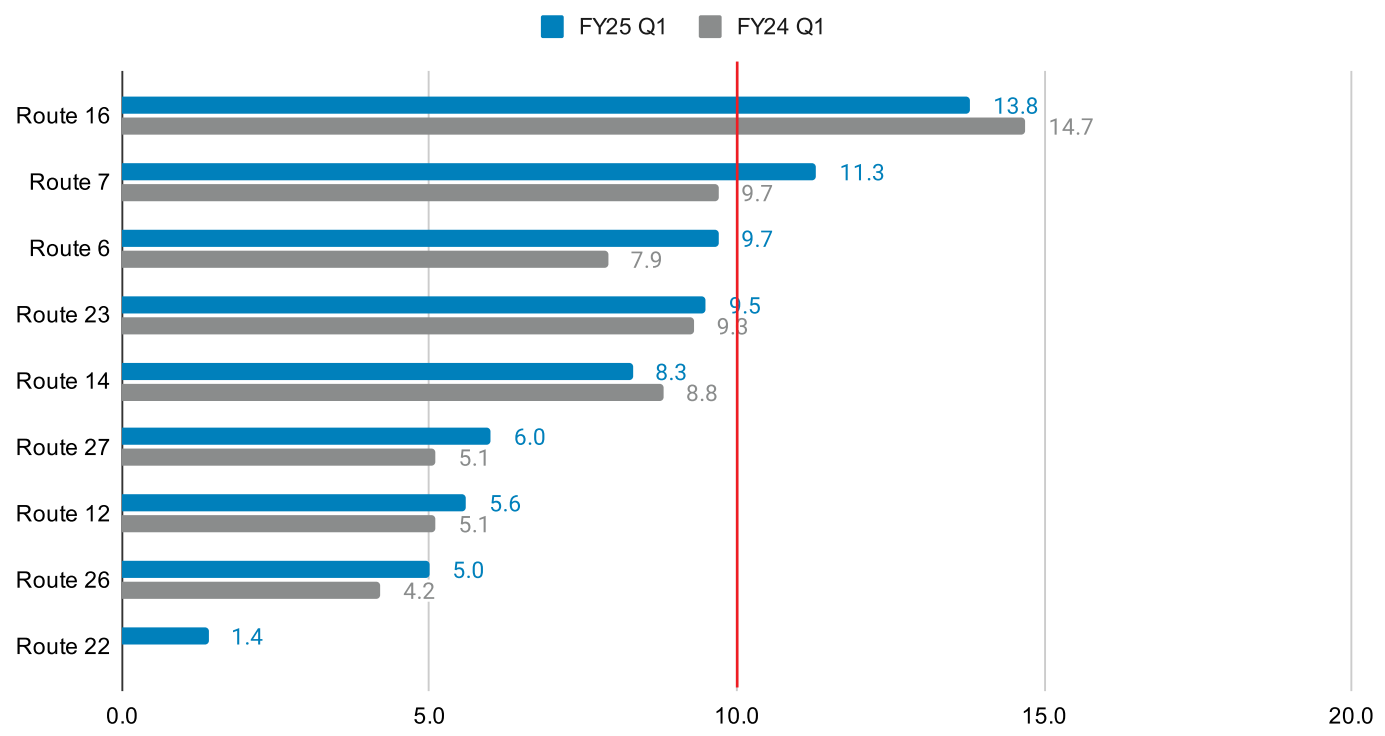


Route Productivity FY25 Q1

FY25 Q1 WEEKDAY RIDES PER REVENUE HOUR
LOCAL BUS SERVICE - COVERAGE ROUTES

Weekday Rides per Revenue Hour Local Bus Service - Coverage Routes

Target: 10 Boardings



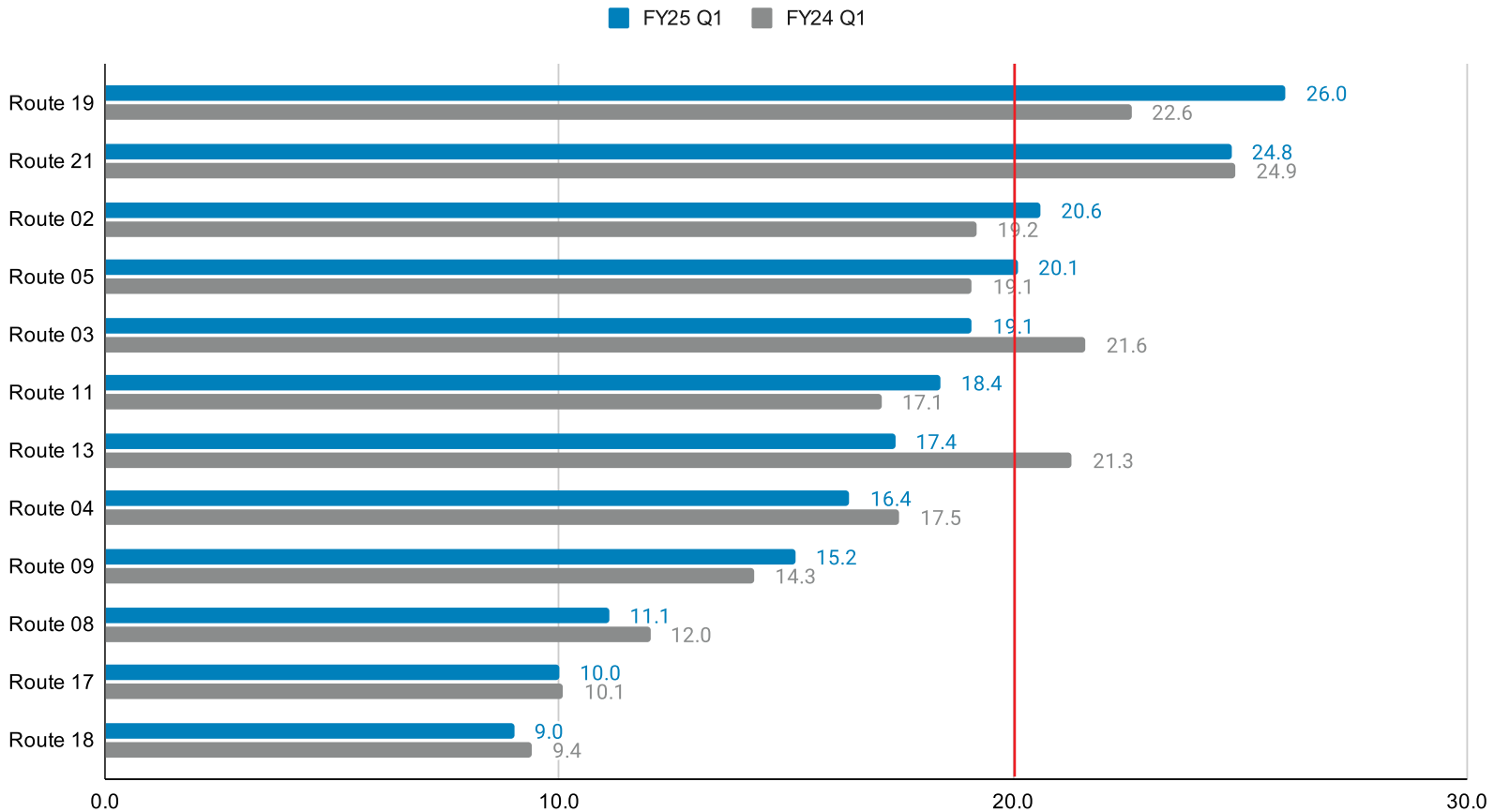


Route Productivity FY25 Q1

FY25 Q1 SATURDAY RIDES PER REVENUE HOUR LOCAL BUS SERVICE - CORRIDOR ROUTES

Saturday Rides per Revenue Hour Local Bus Service - Corridor Routes

Target: 20 Boardings

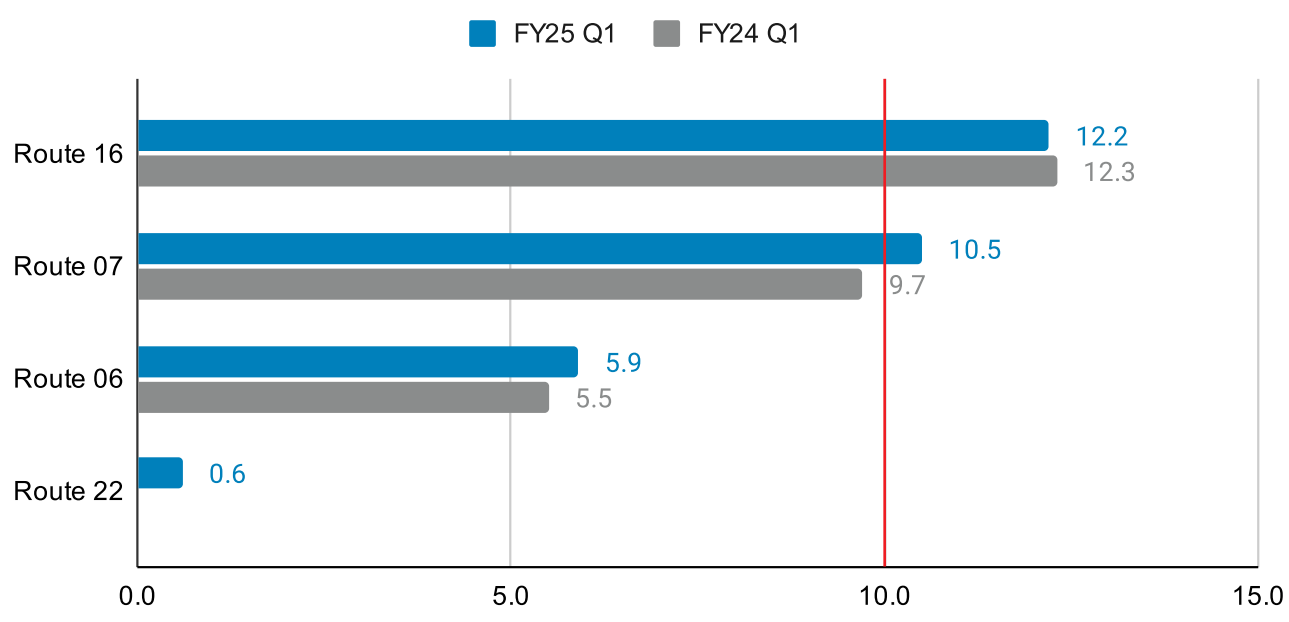




Route Productivity FY25 Q1

FY25 Q1 SATURDAY RIDES PER REVENUE HOUR
LOCAL BUS SERVICE - COVERAGE ROUTES

Saturday Rides per Revenue Hour
Local Bus Service - Coverage Routes
Target: 10 Boardings



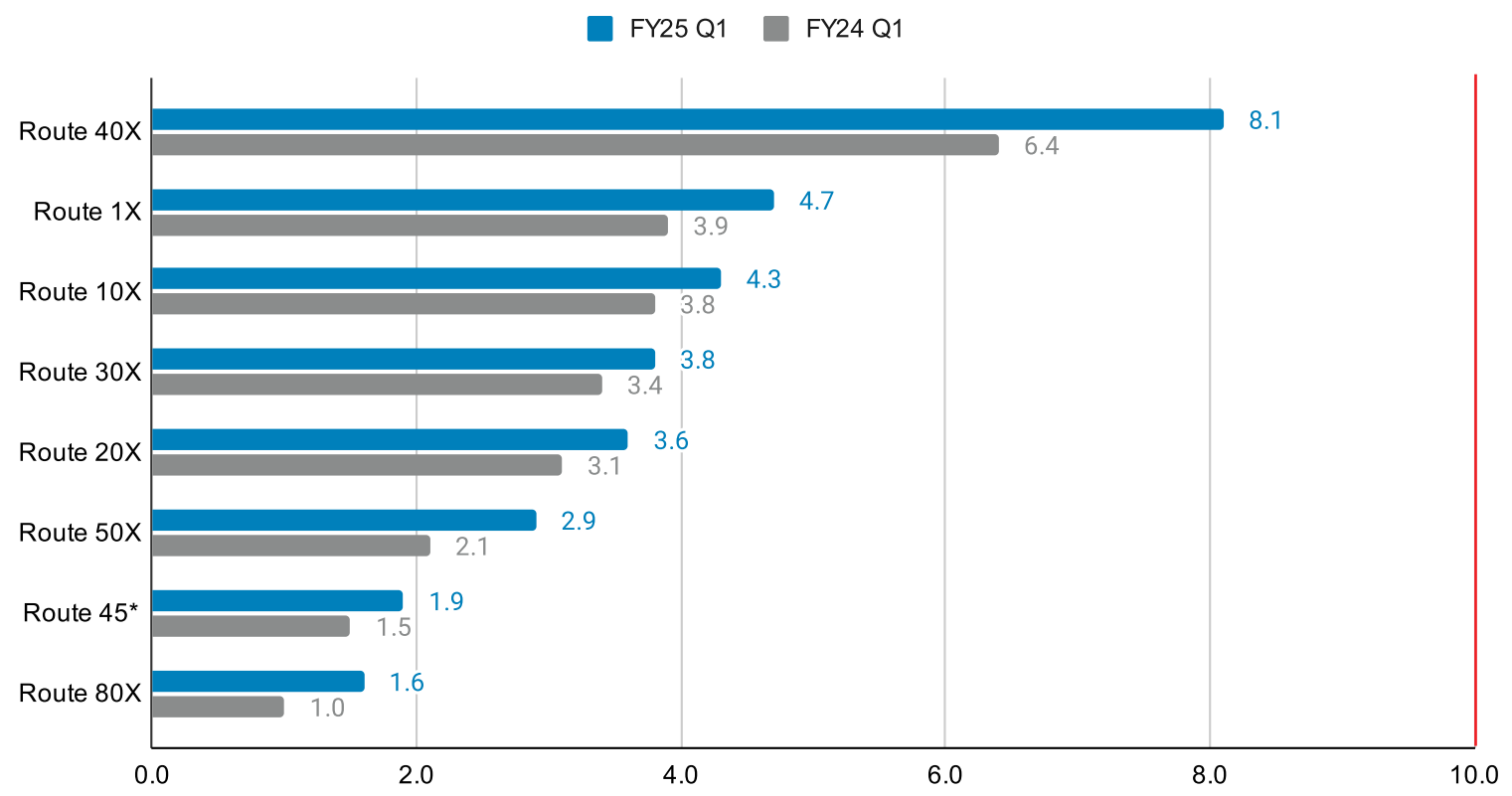


Route Productivity FY25 Q1

FY25 Q1 WEEKDAY RIDES PER REVENUE HOUR
REGIONAL BUS SERVICE

Weekday Rides per Revenue Hour Regional Bus Service

Target: 10 Boardings (*Target: 5 Boardings)



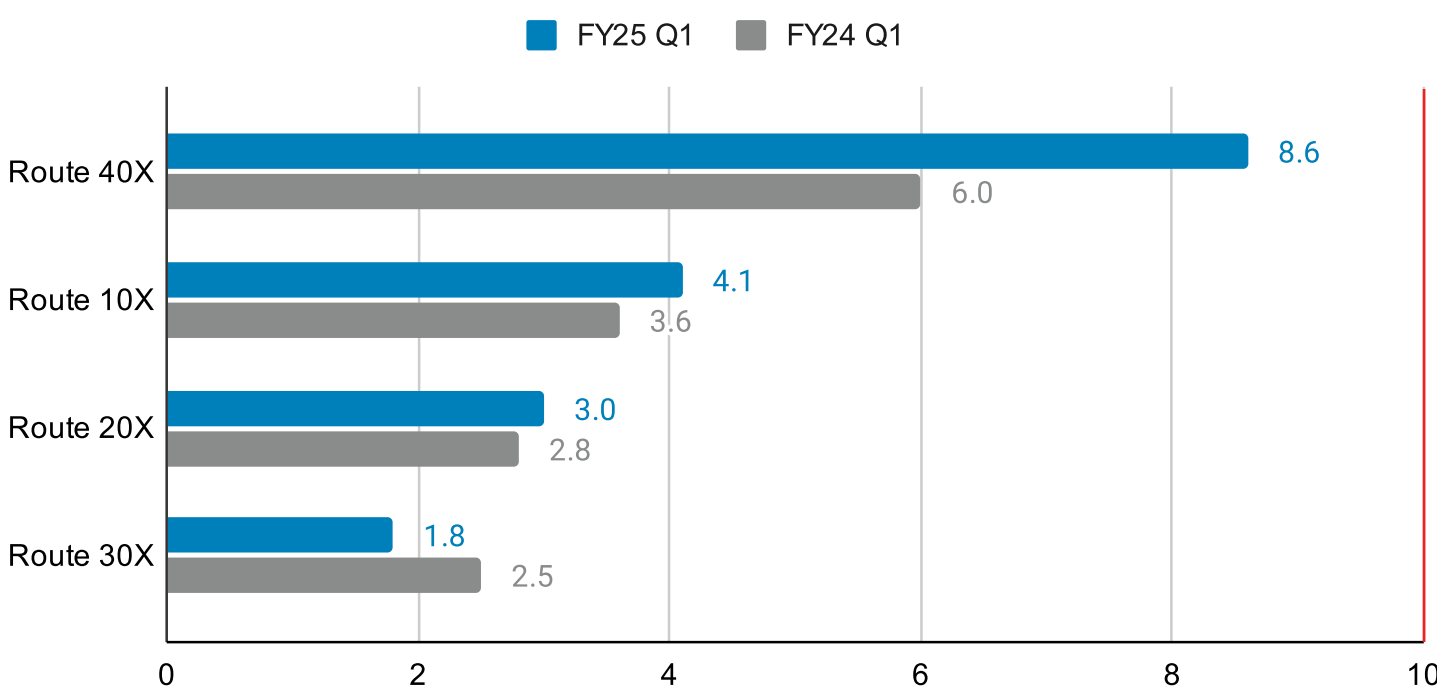


Route Productivity FY25 Q1

FY25 Q1 SATURDAY RIDES PER REVENUE HOUR
REGIONAL BUS SERVICE

Saturday Rides per Revenue Hour Regional Bus Service

Target: 10 Boardings



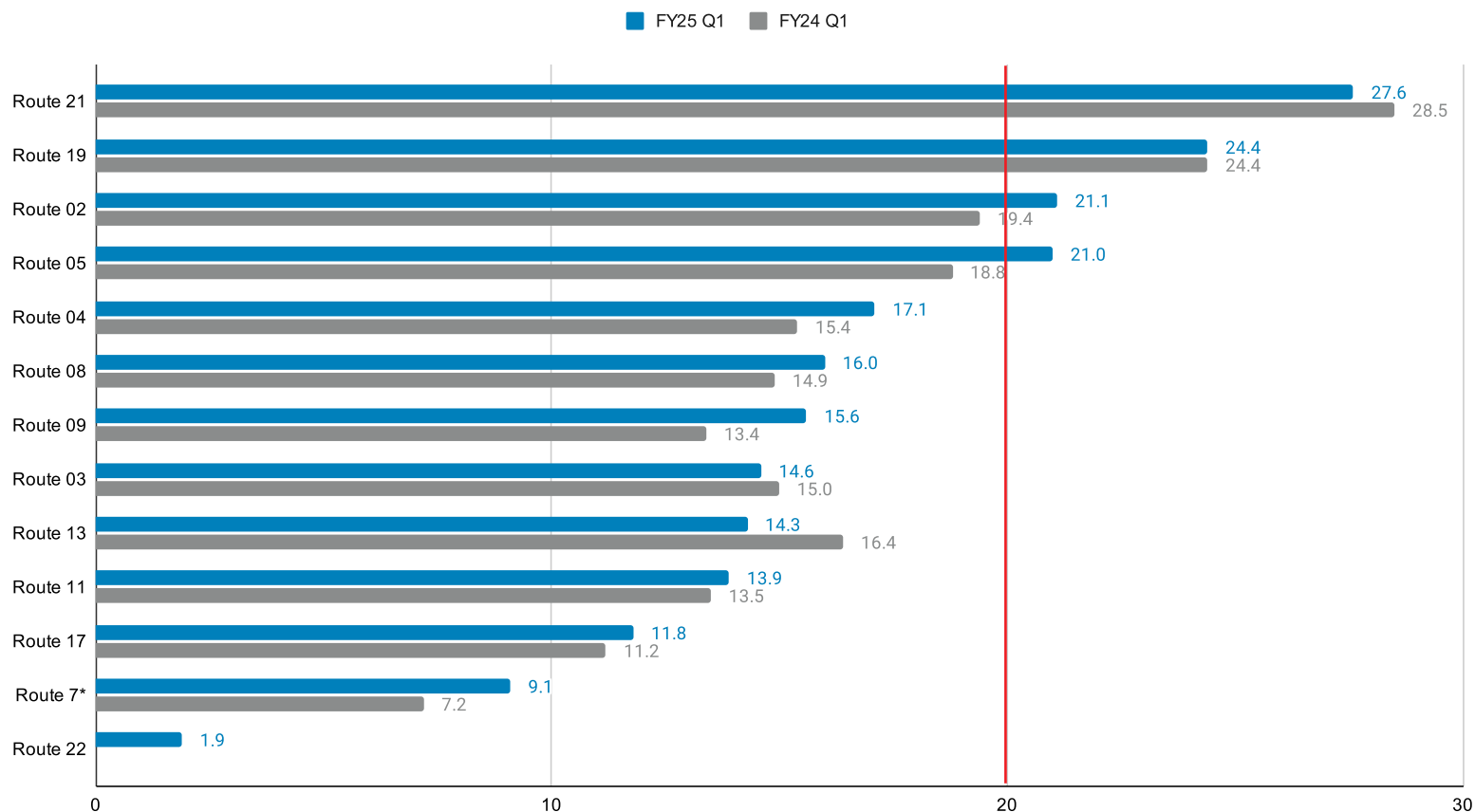


Route Productivity FY25 Q1

FY25 Q1 SUNDAY RIDES PER REVENUE HOUR LOCAL BUS SERVICE - ALL ROUTES

Sunday Rides per Revenue Hour Local Bus Service - All Routes

Target: 20 Boardings (*Target: 10 Boardings)



Snapshot of Youth Zero Pass Program: FY25 Q1



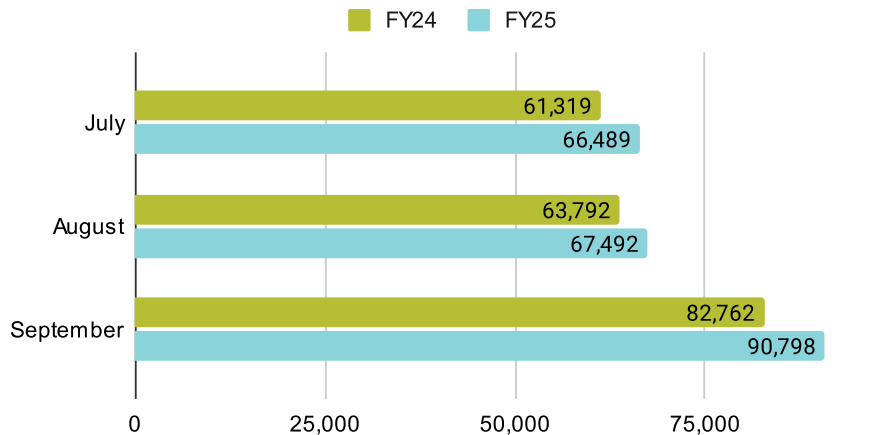
Cherriots provides rides to youth ages zero to 18 at no cost to them. The Youth Zero Pass program began Sunday, September 4, 2022, as a six month pilot program. It was funded for the first year by the Salem-Keizer Public Schools District, the City of Keizer, and the City of Salem. On March 1, 2023, the Youth Zero Pass was implemented as a permanent part of Cherriots fare structure and is now subsidized by Salem-Keizer Public School District and the Statewide Transportation Improvement Fund. Youth ridership has grown impressively since the program began on both Cherriots Local and Cherriots Regional buses. This program will cultivate the next generation of Cherriots customers.

FY25 Q1 QUARTERLY YOUTH RIDERSHIP CHERRIOTS LOCAL
Total Increase: 8%

FY25 Q1 QUARTERLY YOUTH RIDERSHIP CHERRIOTS REGIONAL
Total Increase: 22%

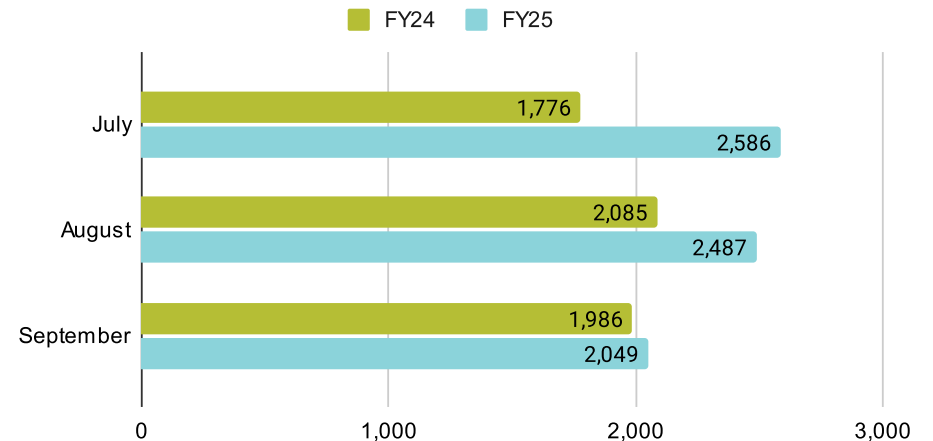
Quarterly Youth Ridership - Cherriots Local

Total Increase: 16,906 (8%)



Quarterly Youth Ridership - Cherriots Regional

Total Increase: 1,275 (22%)

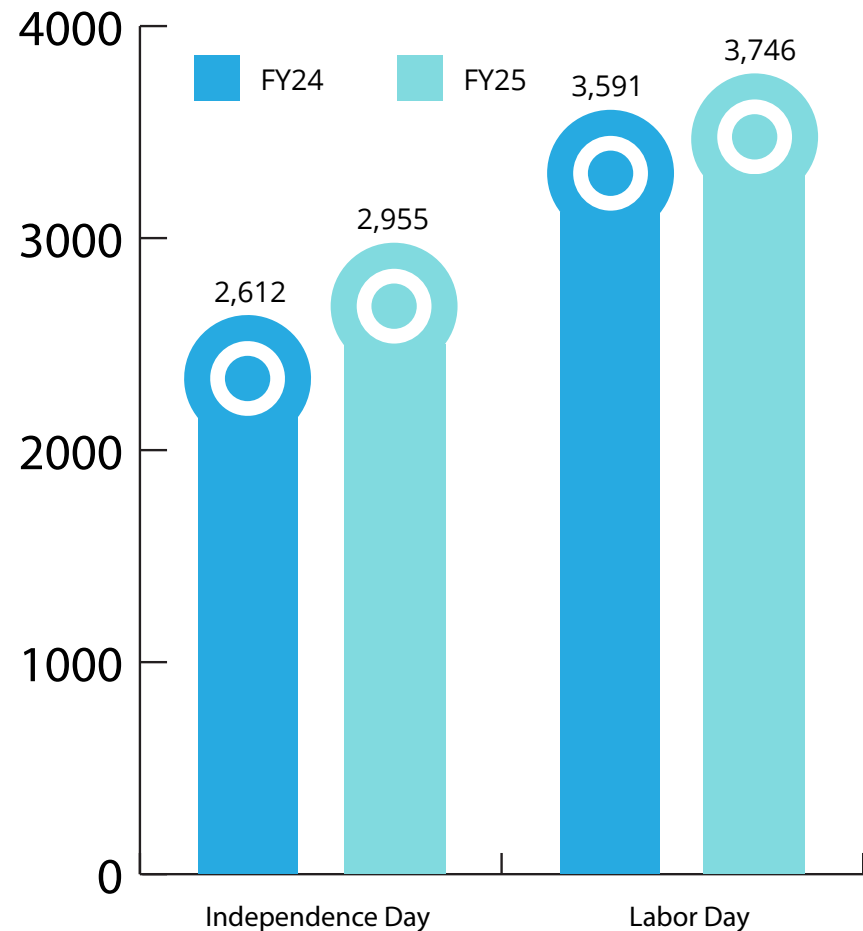


Holiday Service Ridership FY25 Q1



FY25 HOLIDAY BOARDINGS

Holiday service began in 2021 as part of the A Better Cherrriots service change plan made possible by the Statewide Transportation Improvement Fund. The holidays that fall within Q1 each year are Independence Day and Labor Day. Service operated at the Sunday level on both of these holidays. Independence Day saw a 13.1% increase in ridership over the previous year with 343 more rides and Labor Day ridership increased by 4.3% (+155 rides).



Cherriots Local On-time Performance



On-time performance (OTP) is the measure of how close a bus adheres to its schedule. It is measured only at bus stops with scheduled departure times, known as timepoints. There are three categories of OTP:

- **Early** - when a bus departs from a time point anytime before the scheduled time.
Goal: 0%
- **On time** - On time - when a bus departs from a time point anywhere between 0 to 5 minutes after the scheduled time.
Goal: 85% or higher
- **Late** - when a bus departs from a time point more than 5 minutes after the scheduled time.
Goal: 15% or lower

OTP data is currently available for Cherriots Local buses. This data is forthcoming for Cherriots Regional buses, once a baseline for the regional system can be established.

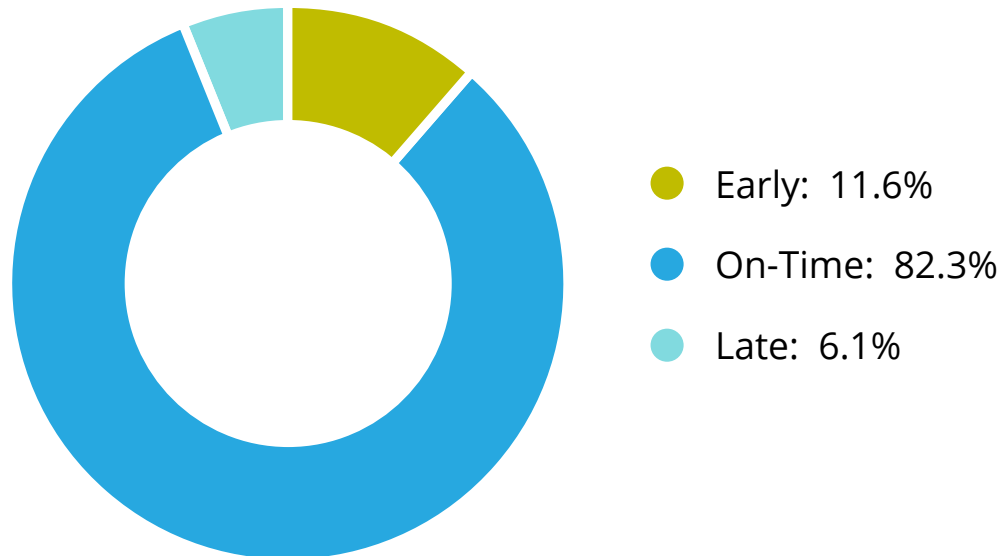


Cherriots Local On-time Performance



FY25 SYSTEM LEVEL OTP FOR CHERRIOTS LOCAL

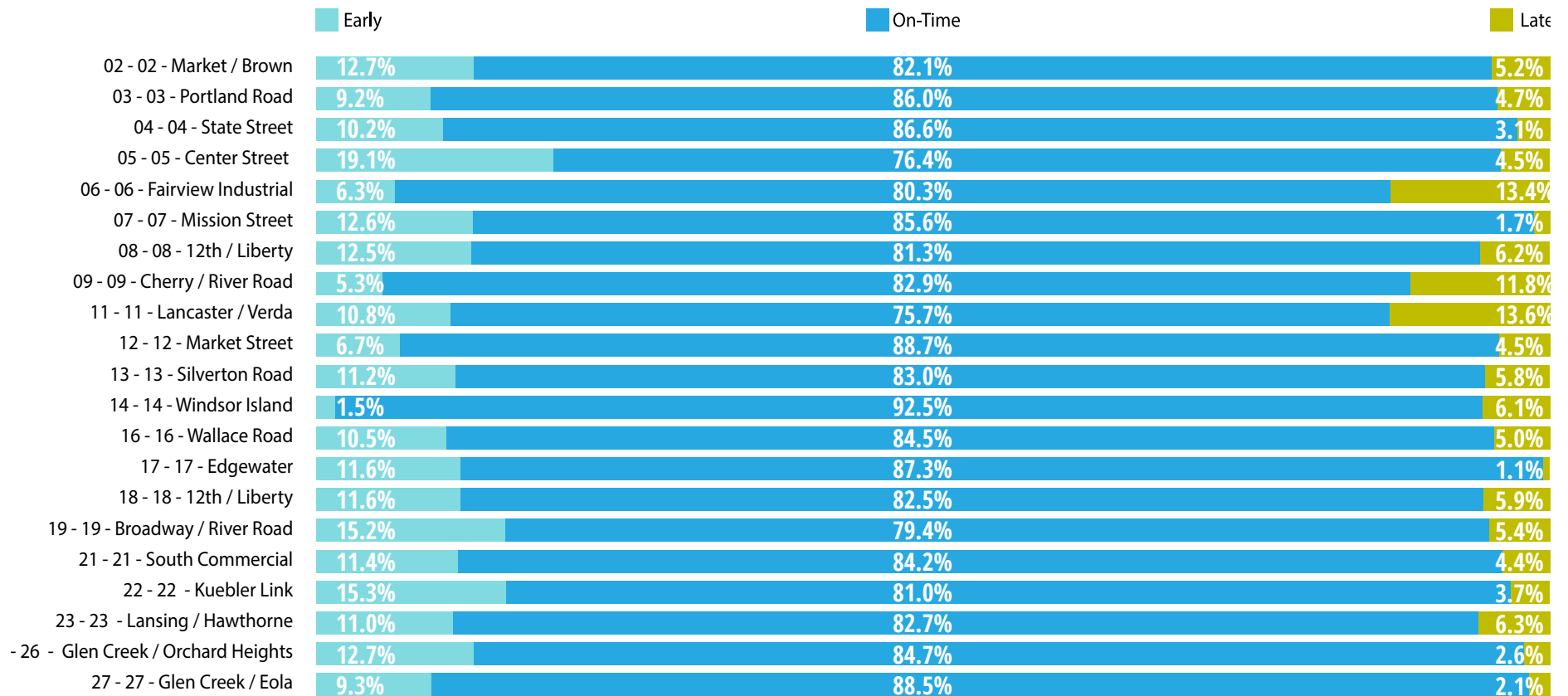
In FY25 Q1, the Cherriots Local system was just 2.7 percent below the on-time target of 85 percent and only experienced late departures 6.1 percent of the time. Early departures exceeded the target, however, and are being addressed within the Transportation department.



Cherriots LIFT Trends: FY25 Q1



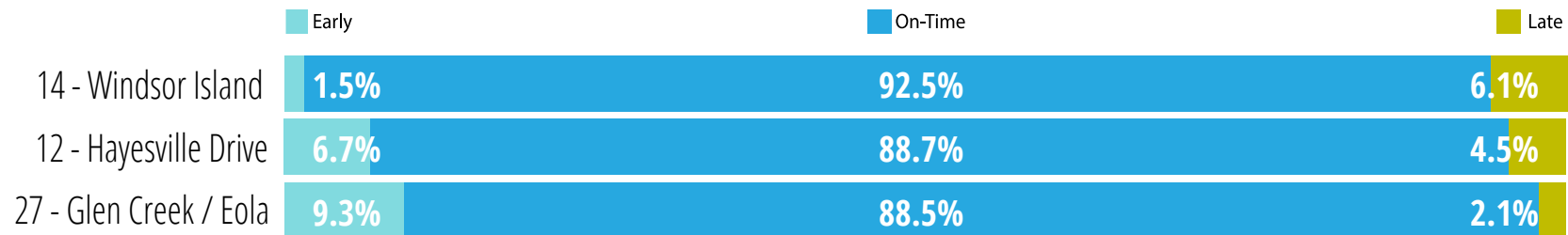
FY25 SYSTEM LEVEL OTP FOR CHERRIOTS LOCAL



Cherriots Local On-time Performance



The top three performing Cherriots Local routes in FY25 Q1 were Route 14 Windsor Island Road; Route 12 Hayesville Drive; and Route 27 Glen Creek / Eola. Routes 14 and 27 were also in the top three for Fiscal Year 2024.



The bottom three performing Cherriots Local routes in FY25 Q1 were Route 19 Broadway / River Rd; Route 5 Center Street; and Route 11 Lancaster / Verda. These on-time percentages are well below target and the early and late departures need to be greatly improved. Routes 11 and 19 have been evaluated by Planning staff and schedule adjustments will go into effect with the January Service Change. OTP for these routes will be monitored during FY25 Q3 with the expectation that they will improve.



Cherriots LIFT Trends: FY25 Q1

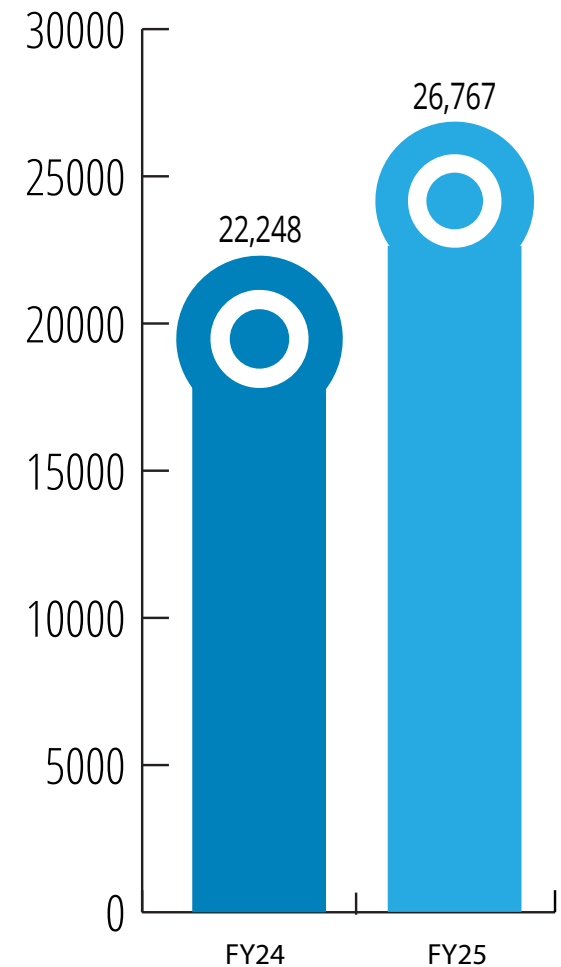


The Americans with Disabilities Act (ADA) is a civil rights law that requires public transportation be available to people with disabilities within three-quarters of a mile of fixed-route bus service. Cherriots LIFT is an origin-to-destination, shared-ride complementary paratransit transportation service for individuals who are unable to use the Cherriots Local bus service because of their functional ability. Individuals can be qualified for Cherriots LIFT for some or all of their trips. An eligibility process is required to ride Cherriots LIFT.

The table below displays Key Performance Indicators (KPI) from FY25 Q1. LIFT On-Time Performance (OTP) was exactly on target for the service at 91.0% for the quarter.

Cherriots LIFT - Key Performance Indicators	On-Time Performance (Goal: 91%)	Rides/Rev Hr (Goal: 2.75)	ADA Trips Denied (Goal: 0)	Complaints / 1,000 trips (Goal: < 2)	ADA Complaints (Goal: 0)	% Rides < 60 minutes (Goal: 75%)
FY25 Q1	91.0%	2.13	0	0.43	0	100%

TOTAL LIFT BOARDINGS

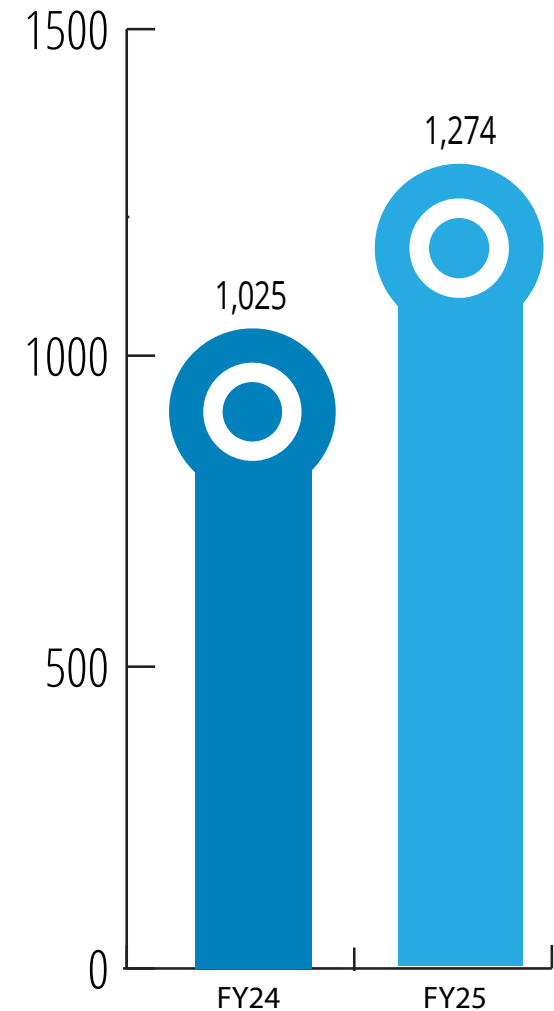


Cherriots Shop and Ride Trends: FY25 Q1



TOTAL SHOP AND RIDE BOARDINGS

Seniors and people with disabilities who don't qualify for Cherriots LIFT complementary paratransit service can rely on Cherriots Shop and Ride, which is a door to door dial-a-ride service that can be used for shopping, appointments, and more. These trips require a reservation made through the Cherriots Call Center, and it only runs Monday through Friday from 8:00 a.m. to 5:00 p.m. Trips are not guaranteed on Cherriots Shop and Ride as they are on Cherriots LIFT. Ridership increased for the Shop and Ride service by 249 rides over FY24 Q1.



Snapshot of Customer Engagement: FY25 Q1

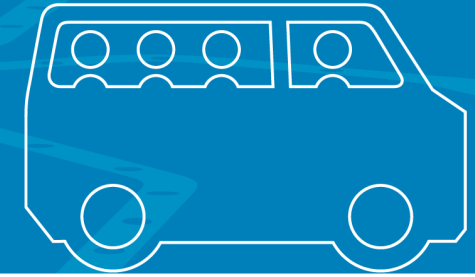


Cherriots Call Center provides a world class customer experience for LIFT, Shop and Ride, and Regional deviated-fixed route (Route 45) customers. As shown in the table below, the Call Center is currently exceeding most of its customer experience goals with the exception of “length of call,” which is just over the three minute goal.

Cherriots Call Center - Key Performance Indicators	Total calls received	% Calls Answered in < 3 minutes (Goal: 97%)	% Calls Answered in < 5 minutes (Goal: 100%)
FY25 Q1	12,134	100%	100%
Cherriots Call Center KPIs by Service			
Service	Avg Speed of Answer (Goal: < 3 minutes)	Avg hold time (Goal: < 3 minutes)	Length of Call (Goal: < 3 minutes)
Shop and Ride	25 seconds	5 seconds	3:37
LIFT	27 seconds	4 seconds	3:18



Snapshot of Vanpool Program: FY25 Q1



Vanpools are organized and subsidized for those with similar travel patterns, facilitated by the Cherriots Commuter Options (CO) program. Groups who work together or who have similar regular travel patterns can apply to the CO program to obtain a van and use it on a daily basis. Training and support for riders, including a Guaranteed Ride Home program, is provided by Cherriots staff.

Cherriots supported and subsidized 37 vanpools filled with 184 commuters traveling throughout Polk, Marion, and Yamhill counties. Current industry sectors served include agriculture, industrial, federal and state government, manufacturing, and military. A vanpool is eligible for a subsidy as long as the worksite is located within the three counties served by the Commuter Options program. Subsidies provided in FY25 Q1 totaled \$44,272.58

The following key performance indicators and success metrics are reported to Cherriots leadership on a quarterly basis.

FY25 Q1 Vanpool Performance Metrics	
Max Operating Vanpools	37
# of Unique Riders	184
# of Trips	21,884
Vehicle Revenue Miles	123,774
Vehicle Revenue Hours	3,154
Average Occupancy Rate	66%

Safety and Reliability Trends: FY25 Q1

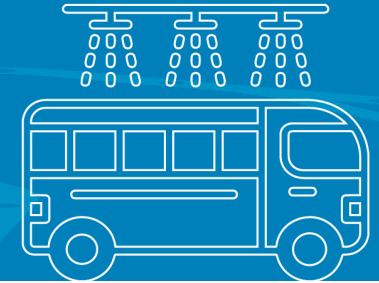


Safe and reliable service is important for Cherrits to deliver and for customers to experience. Two of the measures used to evaluate the safety and reliability of Cherrits services are the frequency of mechanical failures resulting in a road call (i.e., while the bus is in service) and the frequency of preventable bus collisions. In total, Cherrits services have met or exceeded the goals set for these measures in FY25 Q1.

Preventable Accidents per 100,000 Miles Traveled (Goal: < 2 per 100,000 miles)			
Service	FY25 Q1 Total Preventable Accidents	FY25 Q1 Total Miles*	FY25 Q1 Preventable Bus Collisions per 100,000 Miles
Local	8	730,135	1.10
LIFT	3	146,088	2.05
Shop and Ride	0	8,697	N/A**
Regional	0	133,322	0.00
*Local = Total Revenue Miles + Deadhead Miles. Other services = Total Revenue Miles.			
**Total miles did not exceed 100,000; calculation is not applicable.			

Road Calls per 10,000 Miles Traveled (Goal: < 1 per 10,000 miles)			
Service	FY25 Q1 Count of Road Calls	FY25 Q1 Vehicle Miles Traveled	FY25 Q1 Road Calls per 10,000 Miles
Local	31	742,476	0.42
LIFT	4	163,602	0.24
Shop and Ride	0	10,454	0.00
Regional	9	153,255	0.59

Preventive Maintenance and Major Bus Cleanings: FY25 Q1



SAFETY AND RELIABILITY TABLES

Additional factors that contribute to the reliability and safety of Cherrriots services are preventive maintenance (PM) inspections and clean buses. Cherrriots goal for completing PM inspections on-time and cleaning all available Local buses each month is 100%. In FY25 Q1 only one Regional and two LIFT vehicles were not inspected on-time and out of the 197 Local buses available to be cleaned 189 of them completed.

FY25 Q1 Preventive Maintenance Inspections On-time Performance (Goal: 100%)

Service	# Completed	# Completed Outside Limits	Percent On-time
Local	133	0	100.0%
LIFT	25	1	96.0%
Shop and Ride	2	0	100.0%
Regional	25	2	92.0%

FY25 Q1 Major Bus Cleanings* (Goal: 100%)

Service	Total # of Buses Available**	Total # of Cleanings Completed	Percent Completed
Local	197	189	95.9%
<i>*This metric is only tracked for Cherrriots Local buses.</i>			
<i>**Anywhere from 60 to 66 buses were available to clean every 30 days</i>			

Appendix A. FY25 Data Tables

Cherriots Quarterly Performance Report for FY 25 Q1 (July - September 2024)

Route	On-Time Performance (OTP)	Weekdays					Saturday					Sunday					Preventable Accidents per 100K miles (Target: <2)	Roadcalls per 10K miles (Target: <1)	
		Ridership / Revenue Hour	Ridership	Changes from FY 24 to FY 25 for Q1			Ridership / Revenue Hour	Ridership	Changes from FY 24 to FY 25 for Q1			Ridership / Revenue Hour	Ridership	Changes from FY 24 to FY 25 for Q1					
				Revenue Hour	Ridership / Revenue Hour	Ridership			Revenue Hour	Ridership / Revenue Hour	Ridership			Revenue Hour	Ridership / Revenue Hour	Ridership			
LOCAL BUS SERVICE																			
2 - Market / Brown	82.13%	16.3	62,521	1.6%	-1.7%	-0.1%	20.6	7,286	-7.1%	7.1%	-0.5%	21.1	3,568	0.0%	9.0%	9.0%	1.10	0.42	
3 - Portland Road	86.01%	18.3	37,871	1.6%	11.2%	13.0%	19.1	3,724	-7.1%	-11.5%	-17.9%	14.6	2,464	0.0%	-2.7%	-2.7%			
4 - State Street	86.63%	17.9	37,914	1.5%	11.4%	13.1%	16.4	3,259	-7.4%	-6.2%	-13.2%	17.1	2,957	0.0%	10.8%	10.8%			
5 - Center Street	76.39%	16.9	63,313	1.7%	1.2%	2.9%	20.1	7,140	-7.3%	5.1%	-2.6%	21.0	3,551	0.0%	11.6%	11.6%			
6 - Fairview Industrial	80.27%	9.7	13,942	1.5%	23.0%	24.8%	5.9	1,633	-7.1%	7.0%	-0.5%								
7 - Mission Street	85.62%	11.3	17,943	1.5%	15.9%	17.7%	10.5	1,970	-7.4%	8.2%	0.2%	9.1	1,469	-0.6%	25.7%	24.9%			
8 - 12th / Liberty	81.21%	15.1	25,302	1.5%	7.3%	8.9%	11.1	3,147	-7.8%	-7.3%	-14.5%	16.0	2,710	0.0%	7.7%	7.7%			
9 - Cherry / River Road	82.92%	13.6	27,163	1.6%	-2.2%	-0.7%	15.2	3,056	-6.9%	6.5%	-0.9%	15.6	2,722	0.6%	16.2%	16.9%			
11 - Lancaster / Verda	75.67%	18.2	128,611	1.8%	7.0%	8.9%	18.4	13,261	-7.3%	8.0%	0.1%	13.9	9,064	0.0%	3.0%	3.0%			
12 - Hayesville Drive	88.71%	5.6	5,311	1.4%	11.0%	12.6%													
13 - Silverton Road	83.01%	15.1	31,457	1.7%	-2.0%	-0.3%	17.4	3,060	-7.4%	-18.2%	-24.2%	14.3	2,375	0.0%	-12.9%	-12.9%			
14 - Windsor Island Road	92.44%	8.3	8,056	1.6%	-6.6%	-5.1%													
16 - Wallace Road	84.51%	13.8	8,819	1.7%	-6.2%	-4.5%	12.2	1,375	-6.6%	-0.7%	-7.3%								
17 - Edgewater Street	87.22%	10.6	34,976	1.6%	3.5%	5.2%	10.0	3,494	-7.2%	-0.5%	-7.7%	11.8	1,998	0.0%	5.7%	5.7%			
18 - 12th / Liberty	82.44%	12.3	19,992	1.6%	-5.6%	-4.1%	9.0	2,539	-7.2%	-4.6%	-11.5%								
19 - Broadway / River Road	79.34%	21.6	79,189	-3.6%	14.3%	10.3%	26.0	9,029	-7.0%	15.1%	7.1%	24.4	4,132	0.6%	0.3%	0.9%			
21 - South Commercial	84.20%	20.7	77,117	1.6%	9.9%	11.7%	24.8	8,592	-7.2%	-0.5%	-7.7%	27.6	4,671	0.6%	-3.2%	-2.6%			
22 - Kuebler Link	81.00%	1.4	4,249				0.8	467				1.9	312						
23 - Lansing / Hawthorne	82.56%	9.5	9,107	1.6%	2.6%	4.2%													
26 - Glen Creek / Orchard Heights	84.70%	5.0	2,476	1.8%	18.5%	20.7%													
27 - Glen Creek / Eola	88.52%	6.0	3,215	1.7%	18.7%	20.7%													
Total	82.29%	14.7	698,544	8.2%	-0.5%	7.7%	14.8	73,032	4.4%	-8.6%	-4.5%	15.7	41,993	6.7%	-1.6%	5.0%			
LOCAL COMMUTER EXPRESS ROUTE																			
1X - Wilsonville / Salem Express	N/A	4.7	3,618	1.6%	22.9%	24.9%													
Cherriots Local Totals	82.25%	14.5	702,162	8.1%	-0.3%	7.8%	14.8	73,032	4.4%	-8.6%	-4.5%	15.7	41,993	6.7%	-1.6%	5.0%			
REGIONAL SERVICE																			
10X - Woodburn / Salem Express	NA	4.3	4,914	2.7%	12.7%	15.7%	4.1	402	-6.7%	14.3%	6.6%								
20X - N. Marion Co. / Salem Express	NA	3.6	3,116	0.9%	15.7%	16.8%	3.0	352	-7.8%	7.2%	-1.1%								
30X - Santiam / Salem Express	NA	3.8	2,789	-0.9%	10.7%	9.7%	1.8	166	-9.7%	-29.6%	-36.4%								
40X - Polk County / Salem Express	NA	8.1	11,660	-3.5%	27.0%	22.5%	8.6	1,601	-7.9%	41.9%	30.7%								
50X - Dallas / Salem Express	NA	2.9	1,091	-1.3%	35.5%	33.7%													
80X - Keizer / Wilsonville Express	NA	1.6	728	-1.5%	65.0%	62.5%													
Cherriots Regional Express Totals	NA	4.8	24,298	-0.7%	20.9%	20.1%	5.1	2,521	-8.0%	23.5%	13.6%								
Regional Deviated Fixed Route																			
45 - Central Polk County	NA	1.9	1,159	-1.6%	23.8%	21.9%													
Cherriots Regional Totals	NA	4.5	25,457	-0.8%	21.1%	20.2%													
Dial-a-Ride (Cherriots Shop and Ride Totals)	NA	1.7	1,274	-6.6%	33.0%	24.3%											NA**	NA*	
Cherriots LIFT Totals	91.0%	2.3	24,238	18.0%	3.1%	21.7%	2.1	1,432	-23.2%	25.5%	-3.6%	2.1	1,097	6.5%	22.5%	30.4%	2.05	0.24	
															*Total miles did not exceed 10,000; calculation is not applicable.				
															**Total miles did not exceed 100,000; calculation is not applicable.				





Fiscal Year 2025 Quarter 1 Performance Report

Presented by:
Shofi Ull Azum
Chief Planning and Development Officer



Presentation Overview

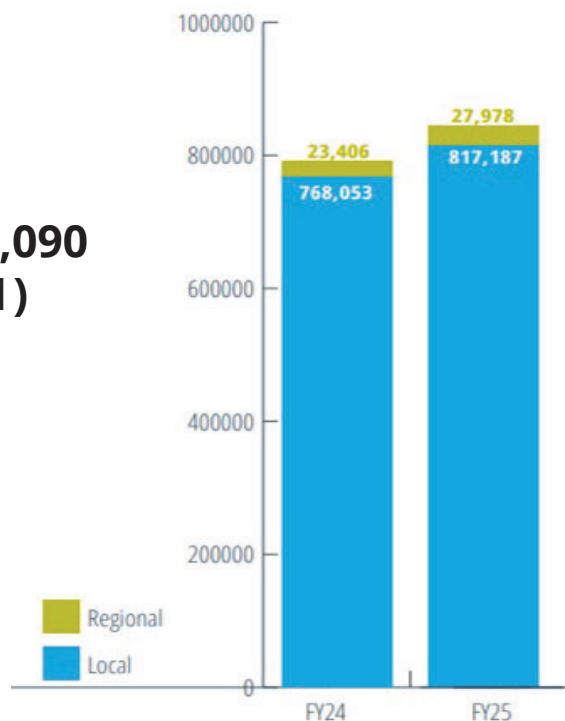
- System Performance Summary
- Youth Zero Pass Program
- Cherriotics Paratransit Service - LIFT
- Vanpool Program
- Safety and Reliability Trends
- Looking Ahead FY25 Q2

FY25 Q1 in Review

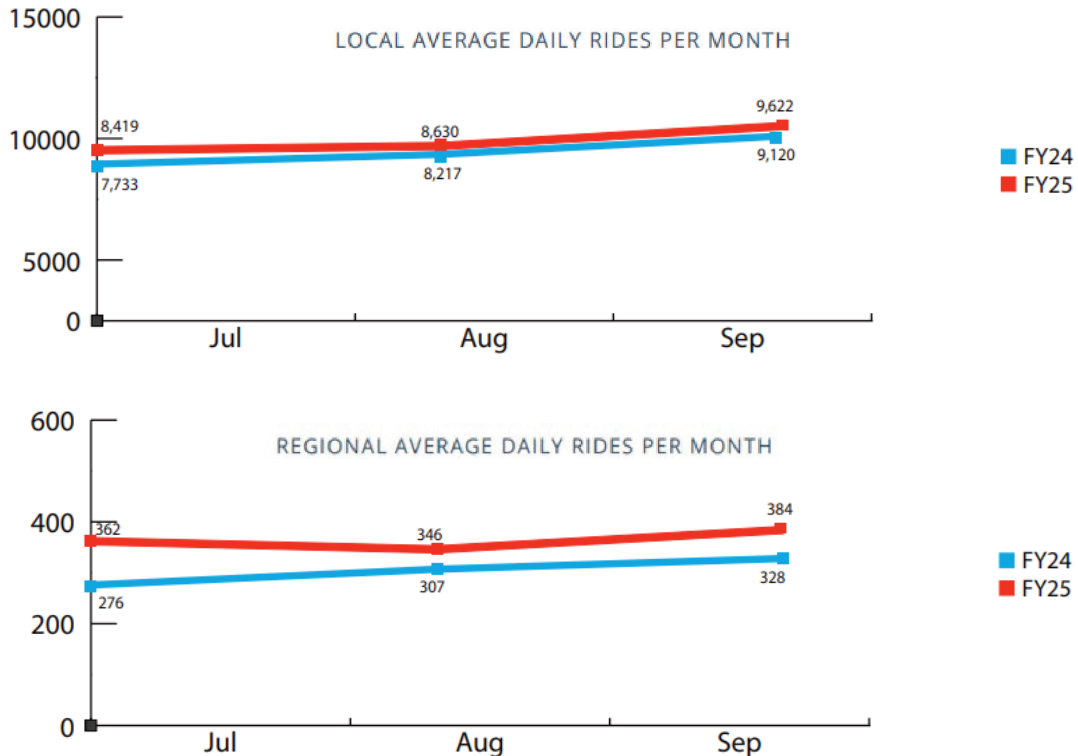
- **July :**
Real-time passenger information (RTPI) Beta testing.
- **August:**
Route validation began for Avail CAD/AVL system
- **September:**
Service Change implemented for routes and stops adjustment

System Performance - Ridership

- FY25 Q1 total ridership: **895,090**
(**7.1%** Increase vs FY24 Q1)
- Fixed route accounted for **94.4%** of all trips



System Performance - Ridership



System Performance - Productivity

Weekdays:

- Exceeded productivity target: Route 19, 21, 16 and 7
- On the verge of target: Route 3, 11, 6 and 40X

Saturday:

- Exceeded productivity target: Route 19, 21, 2, 5, 16 and 7
- On the verge of target: Route 3 and 40X

Sunday:

- Exceeded productivity target: Route 21, 19, 2 and 5
- On the verge of target: Route 4

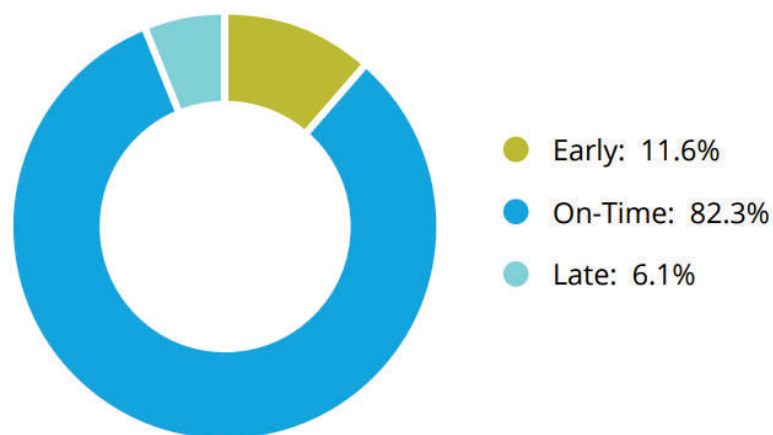
Key Takeaways:

- Regional weekday: all routes showed an increase in productivity.
- Local weekday: **14 of 21 routes** showed an **increase** in productivity.

System Performance - Productivity

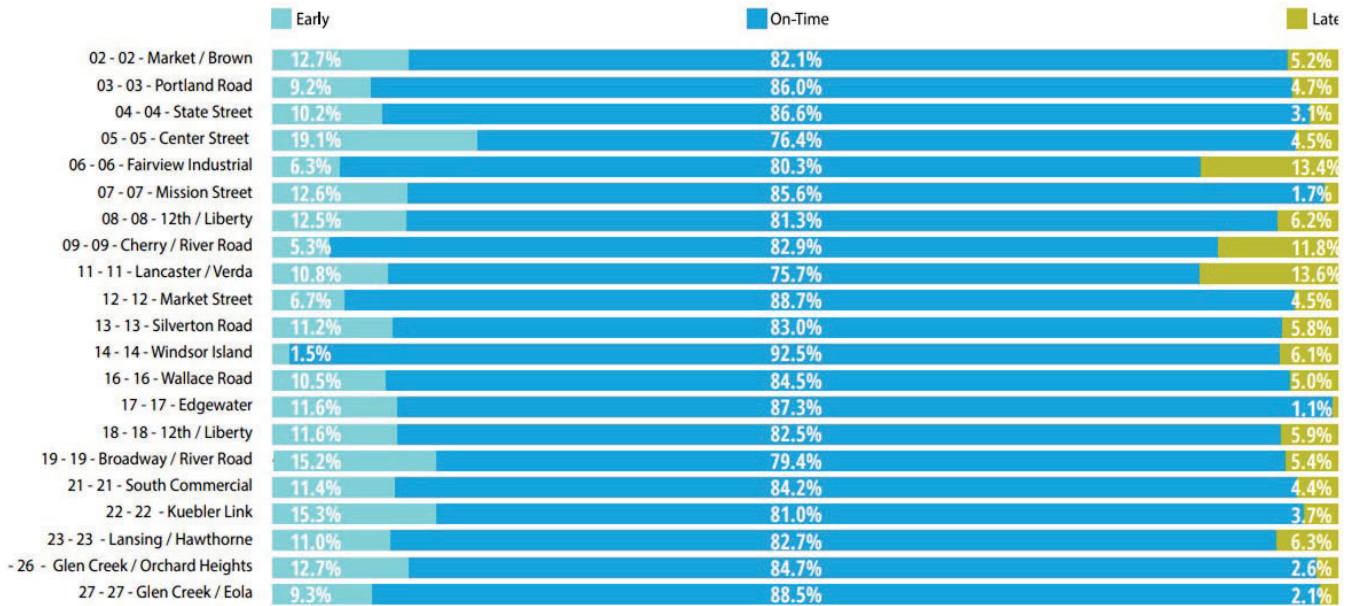
- **Cherriots Local Service:** Boarding per revenue hour decreased **1.35%** compared to FY24 Q1 because of low ridership in NEW route 22 despite high frequency service.
- With **7.6% increase** in revenue hours systemwide, the ridership **increased 7.1%**.
- Highest ridership gain in Route 11 (**+11,446**)
- Some coverage routes (i.e. Route 26, 27) had exceptional rate (>20%) of ridership gain yet route productivity is low.

System Performance - OTP



OTP Target: 85% or higher

System Performance - OTP

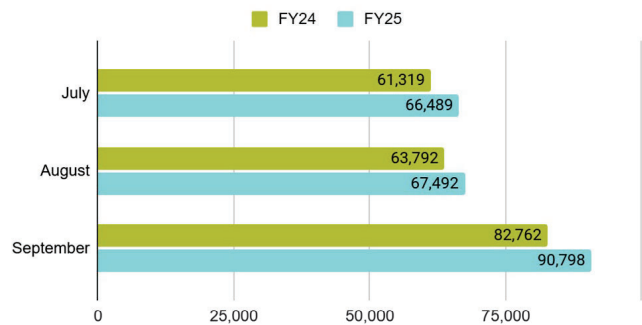


Snapshot of Youth Zero Pass Program

- YOY Youth ridership increase:
 1. Local Service: **+16,906**
 2. Regional Service: **+1,275**
- YOY ridership percent increase:
 1. Local Service: **+8%**
 2. Regional Service: **+22%**
- Total youth ridership:
 1. Local Service: **224,779**
 2. Regional Service: **7,122**

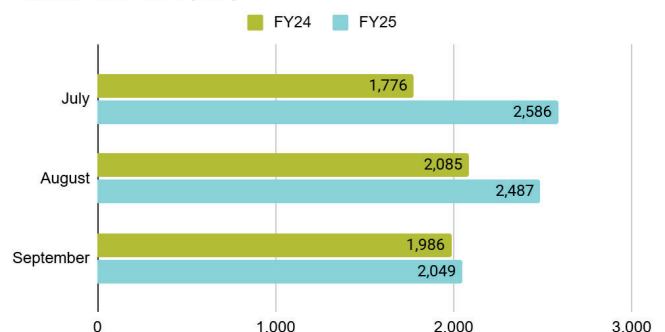
Quarterly Youth Ridership - Cherrits Local

Total Increase: 16,906 (8%)



Quarterly Youth Ridership - Cherrits Regional

Total Increase: 1,275 (22%)



Cherriots Contracted Services -LIFT

KPI Summary Table

Cherriots LIFT - Key Performance Indicators	On-Time Performance (Goal: 91%)	Rides/Rev Hr (Goal: 2.75)	ADA Trips Denied (Goal: 0)	Complaints / 1,000 trips (Goal: < 2)	ADA Complaints (Goal: 0)	% Rides < 60 minutes (Goal: 75%)
FY25 Q1	91.0%	2.13	0	0.43	0	100%

FY25 Q1 Service at a Glance:

- **26,767** trips delivered (YOY: **+20.31%**)
- Productivity is on the **rise**
- **0** ADA trips denied
- **100%** LIFT rides < 60 minutes

Snapshot of Vanpool Program

- Total subsidy: **\$44,273 (28% of total cost)**
- Avg. one-way trip length: **27 miles**
- YOY Vanpool trips increase: **+1,137 (+5.4%)**
- YOY occupancy rate change: **+5%**
- YOY revenue hours increase: **176 (+5.9%)**

FY25 Q1 Vanpool Performance Metrics	
Max Operating Vanpools	37
# of Unique Riders	184
# of Trips	21,884
Vehicle Revenue Miles	123,774
Vehicle Revenue Hours	3,154
Average Occupancy Rate	66%

Safety and Reliability Trends

- Preventable accidents per 100K miles travelled (**Goal: <2** per 100K miles)
 1. Local: 1.10
 2. Regional: 0.00
 3. LIFT: 2.35

- Road calls per 10K miles traveled (**Goal:<1** per 10K miles)
 1. Local: 0.42
 2. Regional: 0.59
 3. LIFT: 0.24
 4. Shop and Ride : 0.00

Looking Ahead FY25 Q2

- Continued improvement of agency's performance report (Plan to add new KPIs in future report)

- Complete solicitation for Comprehensive operations analysis and share micromobility study.

- Completion of CAD/AVL hardware installation

- Route scheduling analysis for the May 2025 Service Change using the Swiftly tool



To: Board of Directors
From: Denise LaRue, Chief Financial Officer
Thru: Allan Pollock, General Manager
Date: December 19, 2024
Subject: Fiscal Year 2025 Quarter 1 (FY25 Q1) Financial Report

ISSUE

Shall the Board receive the FY25 Q1 Financial Report?

BACKGROUND AND FINDINGS

The Board adopts a Budget for the District on an annual basis. The Budget is a plan that contains District resources and requirements.

The Quarterly Financial Report provides information about how that plan is being implemented and includes statements for the General Fund, Transportation Program Fund, and Capital Project Fund. The Finance Report also shows a comparison of budget to actual. Please see [Attachment A](#) for the Financial Overview.

General Fund Revenues:

Passenger Fares are currently at 24% of the annual budget.

Federal Funding amounts are received beginning in Quarter 2, based on the timing of the FTA systems closing during Quarter 1. We receive and record funding when we request reimbursement of funds via drawdowns. Most of our federal funding is drawn down later in the fiscal year.

We have received 1% of the annual budgeted *Property Tax* Revenues. The largest portion of property taxes are received in Quarter 2 based on the November 15th due date.

Interest on Investments is at 24% of the annual budget.

In total, *General Fund Revenues* are at the 13% of the annual budget, which is consistent with previous years.

General Fund Expenditures:

The *Total Operating Expenditures* of the General Fund are under budget at 22% of the total annual budget. All divisions in the General Fund are below the anticipated 25% of total budget with the exception of the Unallocated General Administration expenses. A large portion of these expenses are for insurance premiums due at the beginning of the fiscal year.

Transportation Programs Fund Revenues:

Passenger Fares are at 16% of annual budget.

Federal Funds are currently at 1% of the annual budget, which again is based on the timing of drawdowns.

State STIF Funds are currently at 17% of budget for the Transportation Programs Fund.

State Funds are below the budget for the first quarter at 6%.

Transportation Programs Fund Expenditures:

The *Total Transportation Programs Fund* expenditures are at 18% of annual budget. All programs are in line with the spending budget.

Capital Project Fund Revenues:

Total Capital Revenues in the Capital Project Fund are 1% of the annual budget at the end of the first quarter.

Capital Project Fund Expenditures:

Overall the *Capital Project Fund* expenditures are 1% of the annual approved budget. Expenditures this quarter include expenditures are mainly for the Intelligent Transportation System (ITS).

FINANCIAL IMPACT

None.

RECOMMENDATION

For information only.

PROPOSED MOTION

None.

**Salem Area Mass Transit District
Quarter 1 2024-25 Financial Report
Expenses/Requirements Summary**

	Actual	Budget @ 9/30/24	FY2024-25 Adopted Budget	% of Budget	
1 <u>Operating Revenues/Resources</u>					1
2 Passenger Fares	\$ 446,253	\$ 474,037	\$ 1,896,149	24%	2
3 Planning Grant	0	30,000	120,000	0%	3
4 Federal Funding	0	845,743	3,382,972	0%	4
5 STIF Formula	1,441,906	2,124,031	8,496,125	17%	5
6 Miscellaneous	51,446	56,410	225,640	23%	6
7 Property Taxes	180,466	4,077,618	16,310,471	1%	7
8 Oregon State In-Lieu	2,659,935	2,125,000	8,500,000	31%	8
9 Interest on Investments	587,593	605,000	2,420,000	24%	9
10 Renewable Gas/Energy Tax Credits	49,297	100,000	400,000	12%	10
11 Operating Revenues/Resources Total	\$ 5,416,896	\$ 10,437,839	\$ 41,751,357	13%	11
12 <u>Operating Expenses/Requirements</u>					12
13 General Manager/Board/Strategic Init.	\$ 199,299	\$ 276,337	\$ 1,105,346	18%	13
14 Human Resources	347,032	372,118	1,488,472	23%	14
15 Finance	383,644	508,501	2,034,003	19%	15
16 Marketing & Communications	480,321	526,306	2,105,223	23%	16
17 Operations	7,075,550	7,855,365	31,421,459	23%	17
18 Deputy General Manager	253,610	281,421	1,125,682	23%	18
19 Information Technology & Infrastructure	515,896	588,514	2,354,055	22%	19
20 Planning and Development	287,714	318,701	1,274,805	23%	20
21 Safety & Security	399,842	636,785	2,547,140	16%	21
22 Unallocated General Administration	539,215	452,108	1,808,432	30%	22
23 Operating Expenses/Requirements Total	\$ 10,482,123	\$ 11,816,156	\$ 47,264,617	22%	23

Note:

Federal Funding - regular annual cycle due to FTA systems closing each year

**Salem Area Mass Transit District
Quarter 1 2024-25 Financial Report**

Transportation Programs Fund Revenues/Resources and Expenses/Requirements Summary		Actual	Budget @ 9/30/24	FY2024-25 Adopted Budget	% of Budget
1	<u>Transportation Fund Revenues/Resources</u>				
2	Passenger Fares	\$ 62,957	\$ 100,523	\$ 402,090	16%
3	Federal Funds	59,416	1,115,839	4,463,354	1%
4	State STIF Funds	545,804	789,712	3,158,846	17%
5	State Funds	141,532	550,132	2,200,527	6%
6	Interest on Investments	-	17,550	70,200	0%
7	Transportation Fund Revenues/Resources Total	\$ 809,709	\$ 2,573,756	\$ 10,295,017	8%
8	<u>Transportation Fund Expenses/Requirements</u>				
9	Communication	\$ 16,638	\$ 26,439	\$ 105,756	16%
10	Operations	2,209,505	2,981,258	11,925,033	19%
11	Planning and Development	48,656	175,000	700,000	7%
12	Transportation Fund Expenses/Requirements Total	\$ 2,274,799	\$ 3,182,697	\$ 12,730,789	18%

Note:

1st Quarter Drawdown Processed in 2nd Quarter

Federal Funding	\$ 42,465
State Funding	\$ 359,822
Reserve/Transfer Necessary for LIFT Funding	\$ 1,467,197

**Salem Area Mass Transit District
Quarter 1 2024-25 Financial Report**

Capital Project Fund Revenues/Resources and Expenses/Requirements Summary		FY2024-25 Adopted				
		Actual	Budget @ 9/30/24	Budget	% of Budget	
1	Capital Revenues/Resources					1
2	Federal Funding	\$ 210,434	\$ 6,448,008	\$ 25,792,031	1%	2
3	State STIF Funds	204,770	\$ 172,870	691,478	30%	3
4	State Funding	-	330,749	1,322,996	0%	4
5	Capital Revenues/Resources Total	\$ 415,204	\$ 6,951,627	\$ 27,806,505	1%	5

**Capital Expenses/Requirements Summary
by Division**

6	Finance	\$ -	\$ 42,216	\$ 168,863	0%	6
7	Information Technology & Infrastructure	473,946	403,389	1,613,556	29%	7
8	Deputy General Manager	2,762	385,000	1,540,000	0%	8
9	Planning & Development	9,751	1,874,260	7,497,038	0%	9
10	Operations	5,301	6,407,047	25,628,186	0%	10
11	Capital Expenses/Requirements Total	\$ 491,760	\$ 9,111,912	\$ 36,447,643	1%	11

Note:

1st Quarter Drawdown Processed in 2nd Quarter

Federal Funding	\$ 10,541
Reserve/Transfer Necessary for Match	\$ 26,721

**Salem Area Mass Transit District
Financial Overview, Quarter 1 FY25**

FY2025

Indicators	Measure	Q1	Notes
Audits of General Health		Q1	
Report of Independent Auditors - Annual	Unmodified Opinion	---	Preparations began in Q1 for the FY24 audit scheduled to begin in Q2.
Deficiencies in Internal Control - Annual	No material weakness noted. No significant deficiencies or non-compliance noted.	---	Preparations began in Q1 for the FY24 audit scheduled to begin in Q2.
Fraud & Noncompliance with Laws & Regulations - Annual	No instances of fraud or noncompliance with laws and regulations identified.	---	Preparations began in Q1 for the FY24 audit scheduled to begin in Q2.
FTA Comprehensive Review - Every 3 Years	No significant deficiencies or material internal control weaknesses noted.	---	Anticipated review date, 2nd half of FY25.
NTD Agreed Upon Procedures - Annual	No material noncompliance with requirements.	---	NTD preparation began in Q1, filing and audit in Q2.
ODOT Monitoring Review - Annual	No material noncompliance with requirements.	F	Completed 1st quarter, no findings
Transparency		Q1	
GFOA Excellence in Financial Reporting Award	Award Received	---	FY23 Award Received - 12th Consecutive Award

F Favorable - Trend is positive with respect to goals & policies

--- In Process

F/C Favorable/Caution - Trend is in compliance with policies or anticipated results, but there is risk of change.

U Unfavorable - Trend is negative and there is immediate need for corrective action.

**Salem Area Mass Transit District
Financial Overview, Q1 FY25, pg 2**

Indicators	Measure	Q1	Notes
General Fund Financial Performance		Q1	
YTD Operating Revenues/Budget	YTD Percentage of annual budget	13%	Comparable to prior years
YTD Expenditures/Budget	YTD Percentage of annual budget	22%	Should be less than 25%
Transportation Programs Fund Financial Performance		Q1	
YTD Operating Revenues/Budget	YTD Percentage of annual budget	8%	Comparable to prior years
YTD Expenditures/Budget	YTD Percentage of annual budget	18%	Should be less than 25%
Capital Fund Financial Performance		Q1	
YTD Operating Revenues/Budget	YTD Percentage of annual budget	1%	Comparable to prior years
YTD Expenditures/Budget	YTD Percentage of annual budget	1%	Expenses are mainly for the ITS Project

FY2025 Strategic Plan		YTD \$ Spent	
Organizational Tactics - Budget Usage	Action	Q1	
Share the Cherriots Story	Solicitation/Contract for Public Relations Consultant	\$ -	Contract has been executed.
Cherriots Intelligent Transportation System Implementation	Complete Installation/System Acceptance	\$473,946	Factory Acceptance Testing Complete, Pilot Fleet Installation in process.
Conduct Comprehensive Operational Analysis (COA)	Procure Vendor and Complete Analysis	\$ -	Solicitation Development process started in Q1.
Improve Safety and Security	Complete Phase 1 of the DW Gate/Fence Project	\$ 2,762	This is the start of the Project Management Fees.
Implement a Mentor/Mentee Plan	Identify Executive Coach for formalized plan	\$ -	Development of solicitation has begun.
Complete Implementation of Reward/Recognition Program	Develop and roll out program	\$ -	Development of the programs have begun.
Develop a Long Range Financial Plan	Create financial policies and complete 5-year plan	\$ -	Work with vendor in process to complete 5-year plan.



To: Board of Directors
From: Allan Pollock, General Manager
Date: December 19, 2024
Subject: Board Member Committee Report

ISSUE

Shall the Board report on their activities and committee assignments as representatives of Salem Area Mass Transit District?

BACKGROUND AND FINDINGS

Board members are appointed to local, regional, or national committees. Board members also present testimony at public hearings on specific issues as the need arises on behalf of the District. Board members may take this opportunity to report committee updates or on any meetings or items of note relating to District business.

Subdistrict 1 Joaquín Lara Midkiff	West Salem Business Association
Subdistrict 2 Director Navarro	State Transportation Improvement Fund Advisory Committee (STIFAC)
Subdistrict 3 Director Carney	Salem-Keizer Area Transportation Study (SKATS) Legislative Committee
Subdistrict 4 Director Hinojos Pressey	
Subdistrict 5 Director Davidson	FY27 Service Enhancement Committee Mid-Willamette Valley Council of Governments (MWVCOG)
Subdistrict 6 Director Duncan	Diversity, Equity, and Inclusion Committee Mid-Willamette Area Commission on Transportation (MWACT)
Subdistrict 7 Director Holmstrom	Community Advisory Committee MWVCOG Regional Rail Advisory Board

FINANCIAL IMPACT

None.

RECOMMENDATION

For informational only.

PROPOSED MOTION

None.