

**Salem Area Mass Transit District
Special Transportation Fund Advisory Committee
Tuesday, February 12, 2019
Courthouse Square - Senator Hearing Room
555 Court St NE, Salem, Oregon 97301**

A. CALL TO ORDER & NOTE OF ATTENDANCE:

Ron Harding called the meeting to order at 3:00 p.m. with a quorum present.

MEMBERS PRESENT:

Ron Harding, Chair; John Hammill, Vice Chair; Marja Byers; Emily Broussard (by phone); Bryant Baird; Beth Jackson; Sherena Meagher-Osteen; Jean Sherbeck; Victor Reppeto (by phone)

MEMBERS ABSENT:

None

STAFF:

Ted Stonecliffe, Transit Planner II; Chris French, Senior Planner; SueAnn Coffin, Contracted Services Manager; Allan Pollock, General Manager; David Trimble, Chief Operations Officer; Melissa Kidd, Operations Programs Administrator; Jolynn Franke, Administrative Assistant, Transportation Development

SAMTD BOARD LIAISON:

Jerry Thompson, SAMTD Board of Directors

PROVIDERS:

Kathleen McClaskey, Woodburn Transit; Jim Row, City of Woodburn; Goran Petrovic, MV Transportation

GUESTS:

Jesica Madronal, Polk County Family and Community Outreach; Brent DeMoe, Polk County Family and Community Outreach; Donna Stone, Blindskills Inc.

B. PUBLIC COMMENT [Ron Harding]:

Ron Harding, Chair, invited those with public comment for the Special Transportation Fund Advisory Committee (STFAC) to come forward.

1. Jesica Madronal, Polk County Family and Community Outreach –

Jesica Madronal was among those that presented the Special Transportation Fund (STF) application and Section 5310(ODOT) application for the Falls City Direct Connect operations and vehicle replacement at the Technical Advisory Committee (TAC) meeting on January, 29, 2019. Jesica expressed her gratitude for the TAC's recommendation to fund the Falls City Direct Connect operations with STF dollars as the only new program that was recommended for funding.

Jesica also wanted to touch base on the vehicle replacement Section 5310(ODOT) application as she did receive notice that it was not recommended for funding as per the ODOT (Oregon Department of Transportation) vehicle replacement guidelines released late in the process and to argue against that. The ODOT guidelines presented last week for replacement of a Category D vehicle are five years or 150,000 miles. The vehicle currently being used for the Falls City Direct Connect program is a 2003 Ford Starcraft, so it is over 15 years old with 70,000 miles and does meet the guideline for replacement based on years and it was not replaced in an earlier grant cycle.

The only aspect of the vehicle in question is the condition. As Jesica and other Polk County staff were writing the application they debated whether to list the condition as moderate or poor because they didn't want to give the impression that the vehicle is unsafe. It is safe for riders, however, the vehicle has had a lot of electrical issues and they believe that it is worth replacing. The electrical issues include:

- the doors have a short circuit which requires jiggling things to get them to work;
- the fuse panel has to be jiggled to get the back lift to work;
- staff have to tinker with the lift cords to get the lift to work;
- there's no rear wiper system;
- the PA and radio do not work;
- the interior is not in great condition;
- and the wheelchair tie downs are old and antiquated.

So, while the bus is safe for riders, looking at the target demographic of these two grants (seniors and individuals with disabilities) Polk County staff want to make sure it's safe for riders to get onto the bus. Because of these electrical issues Polk County staff do not believe they are meeting

that requirement and do consider those aspects of the bus to be in “poor” condition. Therefore, Polk County staff are hoping that the STFAC will reconsider the possibility of recommending some funding for a replacement vehicle.

2. Donna Stone, Blindskills Inc.-

Donna Stone has been a long time user of the Cherriots LIFT service. She is not able to hear or see and has recently run into communication problems with the LIFT service, having to file three complaints in one week. The problems seem to be a result of some recent policy changes which no longer allow the drivers to escort riders to and from the bus. For example, Donna missed her ride home from an appointment last Friday because the driver did not come into the building to walk her to the bus as they used to do. Donna has been told by LIFT call center staff that she would have to bring someone with her when she rides the LIFT service in order to have someone that can escort her to and from the bus. Donna feels that having to bring someone along would be a loss of independence for her.

Marja Byers added that she and Donna have begun to work on solutions to communications with paratransit for people who can't see or hear at Blindskills Inc. Marja already works with many individuals in this situation and believes there will be more paratransit and fixed route riders with these disabilities in the future. One of the ideas they've had is to have a text message sent to the rider when the bus arrives, this would be better than having their name called as they can't hear. Another solution that used to work is a communication card, or a sign that the rider holds or wears around their neck indicating that they are waiting to be picked up by the LIFT service. Donna had success with this solution in the past, but not since the drivers have been told they can't leave the bus.

Donna and Marja want to work with other riders and transit services to come up with training programs and ways to better communicate with individuals with these disabilities. SueAnn Coffin, Cherriots Contracted Services Manager, will contact Marja and Donna to set up a meeting with the appropriate parties at Cherriots and Blindskills Inc. to begin these discussions.

Ron asked for clarification on the STFAC's role for these types of public comment that have to do with operations of services. Ted Stonecliffe stated that while the STFAC welcomes all public comment the Citizens Advisory Committee would be better equipped to field these types of public comments. However, since SueAnn happened to be in attendance she will be able to address this comment outside of today's meeting.

3. Allan Pollock, Cherriots General Manager –

Allan Pollock began by handing out two documents to the STFAC members and attendees, see **Attachments A and B**. Allan wanted to comment on the recommendation from the TAC which is on the agenda for this meeting. He recognized the importance of the roles played by the TAC and STFAC and that those roles are often unsung, especially when they are recommending funding awards and there is less money than there are projects.

Allan believes the STFAC should reconsider the recommendation from the TAC based on two reasons. One is that he believes the TAC did not follow the guidelines spelled out in the Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan), specifically priority one to maintain existing services. And two, that the TAC made recommendations that didn't follow their priority ranking of the applications. Therefore, Allan brought two proposals for the STFAC to consider instead.

Allan referred to the document titled SAMTD STFAC Presentation FY2019-2021 (**Attachment A**). Allan explained that the first set of numbers at the top of the page are the total STF and Section 5310(ODOT) allocations for the current biennium (FY2017-2019), the total STF and Section 5310(ODOT) allocations for the upcoming biennium (FY2019-2021), and the difference between them. These calculations show the total difference for these two grants combined for the upcoming biennium is only \$1,930.00 more than the current biennium. Separately, the calculations show there is \$14,826.00 more in the STF allocation and \$12,896.00 less in the Section 5310(ODOT) allocation for the upcoming biennium compared to the current biennium.

The second set of numbers on this document are the total of STF and Section 5310(ODOT) funds that each organization is receiving for the

current biennium, the total of STF and Section 5310(ODOT) funds that the TAC recommendation expresses for the upcoming biennium, and the two proposals that Allan has come up with.

The third set of numbers on this document compares the current biennium award of STF and Section 5310(ODOT) funds combined for each organization with the TAC's recommended award combined for the upcoming biennium. These calculations show that, in the upcoming biennium, Cherriots would receive a total of \$48,098.00 less; Woodburn would receive \$1,447.00 more; Silverton would receive \$1,500.00 less; Salem Health West Valley Foundation would receive \$1,201.00 less; and Falls City would receive \$51,282.00 more as they were not an awarded provider for the current biennium.

Allan then called attention to the scaled requests listed in the grant applications. Allan believes these scaled requests were based on an understanding of the applicants that there may not be enough funding to cover the costs of the existing services. However, the TAC's recommendation actually takes funding away from existing services in order to fund a new service. Allan believes this violates priority number one of the Coordinated Plan that existing services should be maintained.

Allan has developed two proposals, one showing the scaled requests compared to the current biennium awards (Proposal #1) and another showing the same amounts as the current biennium being awarded to the existing services for the upcoming biennium, with the exception of Cherriots showing a greater award amount by \$1,930.00 (Proposal #2).

With Proposal #2, none of the existing services would show a loss in funding from the current biennium on paper. However, the amounts awarded in the current biennium are not enough to cover existing levels of service in the upcoming biennium because of cost of living increases of those services. So, even if the same amounts were awarded in the upcoming biennium as the current biennium the awardees would still have to find ways to cost save or cut services in order to maintain those services. Allan would even suggest that the additional \$1,930.00 shown as going to Cherriots in this proposal could actually be awarded to any of the other existing services. Allan chose to show this additional amount as

going to Cherriots because the Cherriots Regional service does not have a local match whereas all the other programs do.

Proposal #1 is the same concept, but it's based on the scaled requests. These calculations show that Cherriots would receive \$25,816.00 less; Woodburn would receive \$30,447.00 more; Silverton would receive \$1,500.00 less; and West Valley would receive \$1,201.00 less than the current biennium. Allan then referred to the document titled 2019-21 Marion-Polk Counties STF-5310 Grant Voting Worksheet (**Attachment B**), pointing out that the TAC formed their recommendation for Section 5310(ODOT) funding based on the scaled requests. In either of these proposals, the amounts of the two grants (STF and Section 5310(ODOT)) would have to be calculated out accordingly as these proposals show them as a lump sum.

Allan reiterated that funding shouldn't be provided for a new service at the expense of existing services. He feels that the TAC recommendation is reducing existing service to introduce a new service which violates the first priority of the Coordinated Plan. If that were to happen, Cherriots would then have to look at what services to reduce to offset that loss. Allan asked the STFAC to look at either Proposal #1 or Proposal #2 to modify the recommendation from the TAC.

Ron asked that this be the conclusion of the Public Comment portion of the meeting so that the STFAC could move on to the other agenda items and that questions regarding the TAC recommendation be held until agenda item E.2.

C. APPROVAL OF MEETING MINUTES – November 13, 2018 STFAC and January 29, 2019 TAC [Ron Harding]:

John Hammill, Vice Chair, moved that the November 13, 2018 STFAC and January 29, 2019 TAC meeting minutes be accepted by the STFAC as written. Sherena Meagher-Osteen seconded the motion. The motion passed unanimously among voting members.

D. ANNOUNCEMENTS:

1. STFAC bylaw change approved at December 13, 2018 Board of Director's meeting [Ted Stonecliffe] -

Ted Stonecliffe announced that the STFAC bylaw changes clarifying the minimum number of meetings to be held by the STFAC each year and STFAC membership terms were approved by the Cherriots Board of Directors at their December 13, 2018 meeting.

E. ACTION ITEMS:

1. Elect a Chair and Vice Chair for the STF Advisory Committee for calendar year 2019. [Ron Harding] -

Ron explained that the elections made at today's meeting would come into effect at the next meeting of the STFAC. Marja Byers, John Hammill, and Jean Sherbeck each nominated Ron Harding for the position of Chair. Marja also nominated John Hammill for the position of Vice Chair.

Marja Byers motioned for the election of Ron Harding to the position of Chair and John Hammill to the position of Vice Chair. Sherena Meagher-Osteen seconded the motion. The motion passed unanimously among voting members.

2. Receive the recommendation from the Technical Advisory Committee and make a recommendation to the Cherriots Board of Directors for the FY19-21 STF & Section 5310 grant applications [Ron Harding] -

Ron noted the STFAC members who were also part of the TAC including himself, John Hammill, Sherena Meagher-Osteen, Emily Broussard, Jean Sherbeck, Victor Reppeto, Bryan Baird, and Beth Jackson. Ted brought the TAC recommendation up on the projector screen for the STFAC to reference. Ron then opened the topic up for discussion, questions, and comments.

Sherena asked how long it had been since a new project was awarded funding from the two grants being discussed. Ted Stonecliffe answered that Catholic Community Services has been awarded funding for new vehicles approximately five years ago. John Hammill added that the Salem

Health coordinator program was also new as of about four years ago. Ron noted that part of the discussion at the TAC meeting revolved around the committee's desire to see innovation and new programs and to express a level of support for new programs, but it was unclear as to whether this sentiment was based simply on the fact that a program was new or because a program deserved to be funded.

John mentioned that there wasn't much time for discussion at the TAC meeting, nor was their time for the depth of numerical analysis that Allan was able to provide during his public comment at this meeting. He found Allan's argument for a change to the TAC recommendation to be convincing given the priorities outlined in the Coordinated Plan. However, he is a supporter of the Falls City project. He feels that it provides a lot of potential in a community where a lot of work can be done to benefit the population, but there just isn't enough funding available to allow for a legitimate reason to fund it at this time.

Jean Sherbeck stated that Polk County residents have been very concerned with the lack of transportation to Falls City. Cherriots tried offering regional service to Falls City a few years ago with no success whereas the Falls City Direct Connect program has been successful. Jean feels that the current service levels of two days a week for the Falls City Direct Connect program would be worth funding.

Referring back to the list of priorities in the Coordinated Plan, Ron shared his belief that these need to be more clearly communicated. It's unclear as to whether the list is actually in priority order or if they're just bullet points. If it is listed in priority order, then once a new service is funded it becomes an existing service at the next biennium and is then given priority for funding. The concern there is that the committee will be working under guidance that will continually diminish existing services as more new services are funded. Ron expressed his concern for reducing existing services.

Jean asked Ted if there were any other grants that Polk County could apply for that would help fund the Falls City Direct Connect program. Cherriots staff did inform Polk County about the Statewide Transportation Improvement Fund (STIF) discretionary opportunity, but Ted does not

believe they submitted an application for that. Ted is aware that as a pilot project the Falls City Direct Connect program would not have qualified for the STF formula allocation for which applications were due last November, but if Polk County were able to establish themselves as a public transportation provider that would become a fairly steady stream of funding for the program.

Victor Reppeto asked who wrote the Coordinated Plan. Ted answered that, as the STF agency for the region, Cherriots was required to develop the Coordinated Plan back in 2016 through a public involvement process that took about a year to complete. The STFAC and Cherriots Board of Directors were also involved in that process. Many seniors and individuals with disabilities in rural areas were involved through meetings in Dallas, Monmouth, Independence, Woodburn, Silverton, and Stayton.

Referring back to the TAC meeting, Victor shared that the meeting seemed to be too short to give the appropriate amount of consideration to the applications. The TAC was given only a couple of hours after the presentations to deliberate and form a recommendation. Victor felt that that wasn't enough time and would like to see that change for future TAC meetings.

John directed the committee's attention to the priority ranking of the STF applications provided by the TAC and pointed out that the Falls City Direct Connect program had been ranked as the fourth highest priority. Ted reviewed the TAC's STF application recommendation for the STFAC. The recommendation was to fund the top three ranked STF applications (SAMTD, City of Woodburn, and City of Silverton) and the sixth ranked STF application at the scaled request, but to further reduce the City of Woodburn's award by \$29,000.00 in order fund the fourth ranked STF application at about half of the scaled request.

Ron then asked the City of Woodburn representatives present at the meeting whether the city would be able to absorb the deficit in funding and what that would mean for their services.

Jim Row, City of Woodburn, answered that the city would not be able to absorb a deficit below the scaled request amount. If the city were to receive the scaled request amount they could then look into other cost

cutting measures or the potential to increase local funding. Jim stated that the scaled request amount would maintain the current level of funding for the Woodburn Transit services, however, cost of living increases are already impacting current funding levels. Also, the city is already absorbing the decrease in Section 5311 funding for Woodburn Transit services. An additional cut in funding would result in service level reductions. Jim also reminded the committee that eligible STIF agencies are not allowed to use those funds to back fill existing services.

Victor asked how much STF and Section 5310(ODOT) funding Cherriots had received for the current biennium compared to the TAC's recommendation for the upcoming biennium. Allan answered that the combined STF and Section 5310(ODOT) amount for Cherriots as recommended by the TAC for the upcoming biennium is \$48,098.00 less than what they are receiving for the current biennium.

Emily Broussard stated that she believes the guidance provided to the TAC and STFAC should be changed to be more inviting to new programs in the future. Otherwise, priority is always given to existing programs and new programs will never get started. There should be guidance for the TAC and STFAC to look more closely at new programs so that those applicants don't feel that they won't be awarded simply because their program is new.

Ron reminded the committee that the difficulty all agencies are facing right now is that operations costs are increasing faster than the rate of available funding sources and that needs to be considered as well. If the TAC and STFAC prioritize projects just because they're new it will be at the expense of existing programs that people have already come to rely on.

Victor questioned whether there was any guidance in the Coordinated Plan that would address equitability in the distribution of these funding sources so as to prevent one or two agencies from being awarded most of the available funding.

Ron asked Allan to share how Cherriots would compensate for a funding deficit. Allan responded that these funding sources are split between Cherriots Regional, Cherriots LIFT, and Cherriots Shop and Ride services. If the recommendation from the TAC was to be implemented as it is written Cherriots would look at reducing service levels for Cherriots Regional in

Polk County, specifically the Polk County Flex service. The estimated reduction to this service would be approximately 13 percent a year if the Falls City Direct Connect (FCDC) was funded at the level the TAC recommended (\$51,282.00). Allan pointed out that in November of 2018 the Polk County Flex service provided 839 rides to people in Polk County. Therefore, service would be reduced for those 839 riders in order to fund rides for the 70 rides that the Falls City Direct Connect program provided that same month.

Allan also stated that Cherriots Regional is the rural service provider for Marion and Polk counties. The cities of Silverton and Woodburn also provide public transportation, but mostly within their respective cities. The Falls City Direct Connect program goes between two cities within Polk County, which is really a regional service which should be a service that Cherriots Regional provides. To Allan's knowledge there have not been any conversations with Cherriots about how to use existing funds or the new STIF funds to expand Cherriots Regional service to Falls City. There also does not appear to be any local contribution for the Falls City Direct Connect program from Polk County.

Marja Byers commented that she believes the TAC and STFAC need to follow the guidelines that have been provided. This is Marja's fourth biennium on the STFAC and it has been increasingly difficult each time as less and less funding has been available to distribute to more and more needs. Marja feels the STFAC should follow the guidance of not funding new service by cutting existing service.

To be fair, Ron then invited Jesica Madronal with Polk County FCO up to address some of the comments that had been made, but reminded everyone that this is ultimately a committee process and not a communal debate.

Jesica stated that she believes Polk County staff had demonstrated that the Falls City Direct Connect program was more than just a new service. That it is a needed service for residents of Falls City. There is a higher proportion of seniors and people with disabilities in Falls City compared to all of Polk County and all of Oregon. The STF and Section 5310(ODOT)

funds are meant for Marion and Polk counties, but Polk County hasn't really seen any of those funds.

Jesica stated that the only Cherriots service right now in Polk County is going from Dallas and Monmouth twice a day, Monday through Friday. Ted clarified that there are currently two Cherriots Regional routes serving Polk County, routes 40X and 50X, and that slightly more revenue hours are currently being dedicated to Polk County routes than to Marion County routes.

Jesica feels that there is a disproportionate amount of money staying in Marion County. She compared the Falls City Direct Connect program to the City of Woodburn services, stating that the TAC recommendation provides 93 percent of the City of Woodburn's scaled request whereas it would provide 50 percent of Polk County's scaled request. Jesica doesn't feel it's fair to say that the City of Woodburn is facing a \$29,000.00 reduction in funding when Polk County is looking at receiving only half of their scaled request.

Jesica clarified that Polk County is contributing funds to the program and would cover anything that isn't covered by the grant award. Polk County has already committed to funding the Falls City Direct Connect program through July of this year even though the grant funding they had ended in November of last year. Falls City has also contributed funding to the program.

In conclusion, Jesica stated that this is an open grant application, but if there's never going to be consideration for new programs then it shouldn't be an open application as it isn't fair to other agencies.

Ron stated that he also considers the cost per rider for a given program versus the cost of cutting another program, keeping in mind that these grants are designed to subsidize programs that aren't typically known for a low cost per rider statistic. One of the aspects of the Falls City Direct Connect program that Ron struggled with supporting was the cost per rider. Ron would venture to say that this statistic would be higher for that program than any of the existing services besides Cherriots LIFT.

Ron pointed out that another guideline in the Coordinated Plan is that applications should be for programs that demonstrate new and innovative

partnerships. Ron sees that as being something that would provide more service for less money, not just a new service. Ron didn't feel that the application for the Falls City Direct Connect program demonstrated a way to provide more service in a cost effective way.

John added that he also considers whether reducing funding for one service in order fund another would result in more ridership. In this case, John feels that the result would be fewer riders if the Polk County Flex service were reduced in order to fund the Falls City Direct Connect program.

Sherena asked if recommending funding for the Polk County Section 5310(ODOT) vehicle replacement application would fit more appropriately within the guidelines. Ted stated that the scaled amount requested by Polk County for their vehicle replacement application was \$58,300.00, which is higher than the amount the TAC has recommended for their STF application of \$51,282.00. The total Section 5310(ODOT) allocation for the upcoming biennium is \$12,896.00 less than the current biennium, so there wouldn't be room to fund Polk County's vehicle replacement application.

John recognized the struggle for the TAC and STFAC to recommend funding for new programs at the expense of existing services and that it would likely result in fewer new program applications being submitted in the future. He doesn't feel that the guidance in the Coordinated Plan takes into account the high threshold it creates for new programs. However, it's not within the STFAC's power to make changes to the guidelines. John would like to see STFAC members attend the Cherriots Board of Director's meeting at the end of February and share the struggles they've had through this process because of those guidelines.

Victor stated that he felt the TAC had made the best recommendation they could given the information provided by the applicants and the limited time for deliberation. Therefore, Victor motioned to forward the recommendation from the TAC as written to the Cherriots Board of Directors. However, there was no second from any of the other STFAC members, so the motioned died.

John Hammill motioned to approve funding for the SAMTD STF Operations, Grant Match, and Administration application at the

amount of \$1,486,925.00; to approve funding for the City of Woodburn STF Woodburn Transit Operations application at the scaled request amount of \$429,000.00; to approve funding for the City of Silverton STF Matching Funds for Operation of the Silver Trolley application at the scaled request of \$33,000.00; to approve funding for the Salem Health STF Volunteer Coordinator/Driver STF application at the scaled request amount of \$43,799.00; to approve funding for the SAMTD Section 5310(ODOT) Cherriots Mobility Management application at the scaled amount of \$403,946.00; to approve funding for the SAMTD Section 5310(ODOT) Cherriots Regional, LIFT, and Shop and Ride Purchased Service application at the amount of \$1,240,902.00; to approve funding for the SAMTD 5310 Cherriots Regional Preventative Maintenance application at the scaled request amount of \$279,566.00; to approve funding for the City of Silverton Section 5310(ODOT) Preventive maintenance for Silver Trolley Vehicles application at the scaled amount of \$10,000.00; to approve funding for the City of Woodburn Section 5310(ODOT) Preventative Maintenance for Woodburn Transit Vehicles application at the amount of \$108,000.00; and to approve funding for the City of Woodburn Section 5310(ODOT) Mobility Management for Woodburn Transit application at the scaled amount of \$90,250.00. Sherena Meagher-Osteen seconded the motion. The motion passed with eight votes in favor and one abstention.

Ron Harding will plan to attend the February 28, 2019 board meeting to present the STFAC's recommendation. He would also like to raise the STFAC's concerns about the Coordinated Plan guidelines mentioned earlier in this meeting to the board at that time. He would also like to see clearer criteria on new and innovative services, more guidance on pilot projects, and for the guidelines to be better communicated to applicants in the future. With the concern that these funding sources will not grow as fast as the program expenses the TAC and STFAC are in need of more structure to validate their recommendations.

F. DISCUSSION ITEMS:

1. Provider Updates: None

2. Round Table Topics:

Sherena would like the topic of how new programs can be approached as pilot projects to be added to the agenda for the next STFAC meeting. Ron agreed that this should be part of the STFAC's work plan going forward. Ted informed the STFAC members that revisions to the Coordinated Plan such as what the STFAC is asking for would require public involvement to make such a major change. There is not funding for such a comprehensive update until possibly next year.

Victor would like to see another option besides phone conferencing for those who aren't able to attend STFAC meetings in person; Google hangouts has worked better for him with other groups he is a member of. Ted will check with Cherriots IT department and find out what the options for set up are in the Senator Hearing Room.

G. ADJOURN: The meeting adjourned at 4:21 p.m.

Recorded by: Jolynn Franke, Administrative Assistant, Transportation Development Division

NEXT MEETING:

Tuesday, March 5, 2019; 3:00 - 4:30 PM

Courthouse Square Building, Senator Hearing Room
555 Court St NE, Salem, OR 97301

SAMTD STFAC Presentation

FY2019-2021

	Current	Proposed	Difference
STF	\$1,977,898	\$1,992,724	\$14,826
5310	\$2,145,560	\$2,132,664	-\$12,896
Total	\$4,123,458	\$4,125,388	\$1,930

	Current	TAC	Proposal #1	Proposal #2
Cherriots	\$3,437,155	\$ 3,389,057	\$3,411,339	\$3,439,085
Woodburn	\$596,803	\$ 598,250	\$627,250	\$596,803
Silverton	\$44,500	\$ 43,000	\$43,000	\$44,500
West Valley	\$45,000	\$ 43,799	\$43,799	\$45,000
Falls City	\$0	\$ 51,282	\$0	\$0
Total	\$4,123,458	\$ 4,125,388	\$4,125,388	\$4,125,388

	TAC	Current	Recommendation	Difference
Cherriots	\$3,437,155	\$ 3,389,057	\$ (48,098)	
Woodburn	\$596,803	\$ 598,250	\$ 1,447	
Silverton	\$44,500	\$ 43,000	\$ (1,500)	
West Valley	\$45,000	\$ 43,799	\$ (1,201)	
Falls City	\$0	\$ 51,282	\$ 51,282	
Total	\$4,123,458	\$ 4,125,388	\$ 1,930	

	Proposal #1	Current	Scaled Req	Difference
Cherriots	\$3,437,155	\$3,411,339	(\$25,816)	
Woodburn	\$596,803	\$627,250	\$30,447	
Silverton	\$44,500	\$43,000	(\$1,500)	
West Valley	\$45,000	\$43,799	(\$1,201)	
Falls City	\$0	\$0	\$0	
Total	\$4,123,458	\$4,125,388	(\$1,930)	

	Proposal #2	Current	Previous Bi	Difference
Cherriots	\$3,437,155	\$3,439,085	\$1,930	
Woodburn	\$596,803	\$596,803	\$0	
Silverton	\$44,500	\$44,500	\$0	
West Valley	\$45,000	\$45,000	\$0	
Falls City	\$0	\$0	\$0	
Total	\$4,123,458	\$4,125,388	(\$1,930)	

Attachment B

2019-21 Marion-Polk Counties STF-5310 Grant Voting Worksheet

Applicant	Grant	Description	Amount Requested	Scaled Request	Amount Recommended by TAC	Rank	Current Biennium	TAC	Proposal 1 Scaled	Proposal 2 Current	
SAMTD	STF	Operations (Cherriots Regional, LIFT, and Shop and Ride) and Grant Match	\$ 1,583,795	\$ 1,460,643	\$ 1,460,643	1	\$ 1,485,898	\$1,460,643	\$1,482,925	\$ 1,500,724	\$ 14,826
City of Woodburn	STF	Woodburn Transit Operations	\$ 444,000	\$ 429,000	\$ 400,000	2	\$ 410,000	\$400,000	\$429,000	\$ 410,000	
City of Silverton	STF	Silver Trolley, 5311 Match	\$ 39,000	\$ 33,000	\$ 33,000	3	\$ 33,000	\$33,000	\$33,000	\$ 33,000	
Polk County	STF	Falls City Direct Connect Operations	\$ 176,920	\$ 107,240	\$ 51,282	4		\$51,282		\$0	
Legacy Silverton Medical Center	STF	CareVan - One Replacement Vehicle	\$ 45,000	\$ 45,000	\$ -	5		\$0		\$0	
Salem Health West Valley Foundation	STF	Connections Van Transportation Coordinator	\$ 60,932	\$ 43,799	\$ 43,799	6	\$ 45,000	\$43,799	\$43,799	\$ 45,000	
Garten	STF	Two expansion vehicles for closed-door transportation service	\$ 72,577	\$ 36,289	\$ -	7		\$0		\$ -	
Salem Health West Valley Foundation	STF	Connections Van Replacement Vehicle	\$ 65,000	\$ 45,000	\$ -	8		\$0		\$ -	
SAMTD	STF	STF grant administration	\$ 4,000	\$ 4,000	\$ 4,000		\$ 4,000	\$4,000	\$4,000	\$ 4,000	
Total 2019-21 Marion-Polk Counties STF Allocation			\$ 1,992,724	\$ 1,992,724	\$ 1,992,724		\$ 1,977,898	\$1,992,724	\$1,992,724	\$ 1,992,724	
Difference			\$ (498,500)	\$ (211,247)	\$ -		\$ 14,826	\$ (1,992,724)			
										\$22,282	\$14,826

Applicant	Grant	Description	Amount Requested	Scaled Request	Amount Recommended by TAC	Rank	Current Biennium	TAC	Proposal 1 Scaled	Proposal 2 Current	
SAMTD	5310 (ODOT)	Cherriots Mobility Management	\$ 403,946	\$ 403,946	\$ 403,946	1	\$403,946	\$403,946	\$403,946	\$403,946	
SAMTD	5310 (ODOT)	Cherriots Purchased Service (Cherriots Regional, LIFT, and Shop and Ride)	\$ 1,449,152	\$ 1,246,882	\$ 1,240,902	2	\$1,184,256	\$1,240,902	\$1,240,902	\$1,250,849	\$66,593
SAMTD	5310 (ODOT)	Cherriots Regional Preventative Maintenance	\$ 279,566	\$ 279,566	\$ 279,566	3	\$359,055	\$279,566	\$279,566	\$279,566	-\$79,489
City of Silverton	5310 (ODOT)	Silver Trolley Preventative Maintenance	\$ 11,500	\$ 10,000	\$ 10,000	4	\$11,500	\$10,000	\$10,000	\$11,500	
City of Woodburn	5310 (ODOT)	Woodburn Preventative Maintenance Program	\$ 120,000	\$ 114,000	\$ 108,000	5	\$98,000	\$108,000	\$108,000	\$98,000	
City of Woodburn	5310 (ODOT)	Woodburn Mobility Management Program	\$ 95,000	\$ 90,250	\$ 90,250	6	\$88,803	\$90,250	\$90,250	\$88,803	
Polk County	5310 (ODOT)	Falls City Direct Connect Replacement Vehicle	\$ 62,800	\$ 58,300	\$ -	7					
Total 2019-21 Marion-Polk Counties 5310 Allocation			\$ 2,132,664	\$ 2,132,664	\$ 2,132,664		\$2,145,560	\$2,132,664	\$2,132,664	\$2,132,664	-\$12,896
Difference			\$ (289,300)	\$ (70,280)	\$ -						\$1,930
							Cherriots	\$ 3,437,155	\$3,389,057	\$3,411,339	\$ 3,439,085
							Woodburn	\$ 596,803	\$598,250	\$627,250	\$ 596,803
							Silverton	\$ 44,500	\$43,000	\$43,000	\$44,500
							West Valley	\$ 45,000	\$43,799	\$43,799	\$45,000
							Falls City	\$0	\$51,282	\$0	\$0
							Total	\$ 4,123,458	\$4,125,388	\$4,125,388	\$4,125,388