

**Cherriots Special Transportation Fund Advisory Committee  
Technical Advisory Committee Meeting  
Tuesday, January 29, 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 9:31 a.m. with a quorum present.

**MEMBERS PRESENT:**

Ron Harding (Chair, STFAC), John Hammill (Vice Chair, STFAC), Emily Broussard (STFAC member), Bryant Baird (STFAC member), Beth Jackson (STFAC member), Sherena Meagher-Osteen (STFAC member), Jean Sherbeck (STFAC member), Victor Reppeto (STFAC member), Colleen Bradford (member of the public), Melissa Baurer (member of the public), Karen Odenthal (SKATS representative and member of the public)

**MEMBERS ABSENT:**

Marja Byers (STFAC member)

**STAFF:**

Ted Stonecliffe, Transit Planner II; Trish Bunsen, Grants Administrator; Chris French, Senior Planner; Steve Dickey, Director of Transportation Development; Jolynn Franke, Administrative Assistant, Transportation Development

**SAMTD BOARD LIAISON:**

Jerry Thompson, SAMTD Board of Directors

**PRESENTERS:**

Legacy Silverton Medical Center – Brian Schmedinghoff, Kay Seiler

Garten Foundation – Gaelen McAllister, Tim Rocak

City of Woodburn - Kathleen McClaskey, Jim Row

Salem Health West Valley Foundation - Earlene Naylor, Lisa Roth

Salem Area Mass Transit District – Melissa Kidd, SueAnn Coffin, David Trimble

City of Silverton – Jason Gottgetreu

Polk County, Family & Community Outreach Department – Jesica Madronal, Brent DeMoe, Polk County Commissioner Craig Pope, Falls City Mayor Jeremy Gordon, Eric Enderle

**GUESTS:**

None

**B. SAFETY MOMENT [Ted Stonecliffe]:**

Cherriots' safety moment focus for the month January is near-miss incidents. Staff are reminded to slow down and look around corners and doorways to avoid running into people.

**C. PUBLIC COMMENT:** None

**D. AGENDA SCHEDULE REVIEW [Ron Harding]:**

Ron Harding reviewed the Technical Advisory Committee (TAC) meeting schedule and agenda.

**E. REVIEW SECTIONS OF THE COORDINATED PLAN [Ted Stonecliffe]:**

Ted Stonecliffe referenced the sections of the Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan) to be reviewed by the TAC members. The purpose of the Coordinated Plan is to assist with the decision making process. In order for a project to be eligible for funding, it must be listed in the current version of the adopted Coordinated Plan. The specific pages that will be referred to during today's deliberation process are 42, 52, 53, 55, 59 - 63, and 67 - 69 of the Coordinated Plan as published in August of 2016. Copies were provided to voting TAC members in their three-ring notebooks.

**F. REVIEW PURPOSE AND INTENTS OF 5310 AND STF PROGRAMS [Ted Stonecliffe]:**

Ted Stonecliffe referenced the Purpose and Intent of the 5310 and Special Transportation Fund (STF) Programs published in the ODOT STF Guidebook. The Purpose and Intent section of the guidebook provides guidance on eligible

projects. This document is also to be used to guide TAC members in the deliberation process.

## **G. STF/5310 APPLICATION PROCESS OVERVIEW [Ted Stonecliffe]:**

At this meeting today TAC members will rank the STF and Section 5310 (ODOT) grant applications in order of importance using the Coordinated Plan and Purpose & Intent documents as a guide. They will then form a recommendation for funding that will be passed on to the Special Transportation Fund Advisory Committee (STFAC). The STFAC will review the recommendation at their next regular meeting (Tuesday, February 5, 2019) and then form their recommendation for funding to the Cherrlots Board of Directors. The Board will receive the recommendation from the STFAC at their meeting on Thursday, February 28, 2019 and make a final recommendation. Cherrlots staff will submit this final recommendation to ODOT by the March 15, 2019 deadline. ODOT will make the final funding decisions and communicate those decisions to Cherrlots staff. Agreements with awardees will be in place as soon as July 2019 and projects will start July 1, 2019.

Ron Harding iterated that the STFAC values the decisions made by the TAC. It is unusual for the STFAC to make changes to the TAC recommendation unless a technicality is raised.

## **H. PRESENTATIONS AND QUESTIONS:**

### **1. Legacy Silverton Medical Center - STF – One replacement vehicle for the CareVan service [Brian Schmedinghoff, Kay Seiler]:**

The CareVan program has been in operation for 27 years. It is a free service that provides rides for medical services in Silverton and the surrounding rural communities. The vast majority of riders are seniors and people with disabilities. While the service is free of charge to riders, donations are accepted and often received out of gratitude from riders. The service is coordinated by a Legacy Silverton Medical Center employee, but all drivers are volunteer. Legacy Silverton Medical Center is asking for STF grant funding to replace one of their CareVan vehicles that they have not been able to use due to safety concerns related to the age of the vehicle.

Questions and answers:

- If there was not enough funding to cover the full ask, would Legacy Silverton Medical Center be able to backfill a deficit with other funding?
  - It's possible, but not guaranteed. Also, the timing of it would be a challenge as Legacy's fiscal year runs from April 1 – March 30.
- Would volunteer drivers be able to use their own vehicles?
  - No, that would not be allowed. All vehicles used for this program must meet ADA accessibility regulations.
- How many volunteer drivers are there?
  - There are currently 14 volunteer drivers and 8 volunteer dispatchers. More volunteers are always being sought.

**2. Garten – STF – Two expansion vehicles for client-only**

**transportation service [Gaelen McAllister, Tim Rocak]:**

Garten is asking for STF funding for two additional vehicles because of the increased focus in their mission and from the Department of Human Services on providing transportation for people with disabilities to social events and jobs out in the community. That being said, Garten will continue to utilize all services currently available and would not want to duplicate services. However, their vehicles are better equipped for specialized needs, such as for people who use mobility devices and work non-traditional hours when public transportation is not available. The number one barrier to employment for people with disabilities is transportation. So, while Garten does utilize and appreciate public transportation, it just isn't always available when people need it.

Questions and answers:

- If there was not enough funding to cover the full ask, would Garten be able to backfill a deficit with other funding?
  - Garten could work to fund raise and look into other grant opportunities. They would also be willing to scale their request back to one vehicle instead of two.
- How does Garten use public transportation?

- Garten utilizes Cherriots LIFT and trains their clients on riding Cherriots fixed route buses. The ultimate goal is to allow their clients to be as independent as possible.

**3. City of Woodburn – STF – Woodburn Transit operations; City of Woodburn – 5310 – Preventive maintenance for Woodburn Transit vehicles; City of Woodburn – 5310 – Mobility Management for Woodburn Transit [Kathleen McClaskey, Jim Row]:**

A group of volunteers started the volunteer out of town medical program in 1972. The City of Woodburn took over the program in 1975, added fixed route service (Woodburn Transit) in 1978 and a local dial-a-ride/para-transit program in 1989. The city of Woodburn is asking for STF funding for the operation of these services. The services currently operate with three full size buses, three cutaway buses, and five minivans. Over fiscal year 2017 – 2018 Woodburn Transit provided approximately 32,000 rides across all three services. Eighty seven percent of fixed route ridership was seniors and people with disabilities. The dial-a-ride and volunteer medical transport programs are specifically for seniors and individuals with disabilities. Woodburn Transit has identified the following five goals in their transit plan:

- Enhance local mobility for primary user groups and potential new user groups in Woodburn.
- Provide the most efficient transit service to existing markets while also focusing on serving new markets.
- Increase the visibility and elevate the image of transit in Woodburn.
- Provide a transit service that is cost-effective and sustainable; identify a stable source of funding for transit.
- Improve coordination with regional transit providers, explore the feasibility of new regional transit service, and explore other transportation options like carpool and vanpool.

The City of Woodburn is currently working to implement their prioritized service strategies, such as streamlining local service, installing security cameras on vehicles, and full-time dispatching. They are also working to strengthen connections with regional

transportation providers by utilizing the new I-5 transit facility to connect with the Amtrak Point bus and to connect riders to carpool and vanpool opportunities.

Recent improvements to the Woodburn Transit service include solar lighting in some shelters, the purchase of a new vehicle for the dial-a-ride service and a used cutaway bus for the volunteer medical transport program, and ADA accessibility enhancements to many existing bus stops. Future improvements include partnerships to provide a regional commuter service that would connect from Salem, through Woodburn, and up to Oregon City along the 99-E corridor.

The City of Woodburn is asking for Section 5310 (ODOT) funding for the Mobility Management program (volunteer medical transport) and vehicle preventive maintenance. The volunteer medical transport program is volunteer run and provides rides to medical appointments from Salem to Portland and the rural communities in between. The preventive maintenance program is imperative to maintaining the City of Woodburn's investment in rolling stock and to ensure the vehicles continue to operate safely.

Questions and answers:

- If there was not enough funding to cover the full ask, would the City of Woodburn be able to backfill a deficit with other funding?
  - The City of Woodburn does provide some subsidy from their general fund. Additional funding could be requested, but is not guaranteed. A reduction in funding would result in fewer trips out of town for the volunteer medical transport program as this program is more flexible than fixed route and paratransit services.
- Do the Woodburn Transit buses accommodate bicycles?
  - Yes, there are bike racks on the fixed route buses.
- Does the medical transport program coordinate with other services?
  - Yes, the medical transport program coordinates with Legacy Silverton Medical Center, OHSU, the VA clinic in Portland and others, but it is only for Woodburn residents.

#### **4. Salem Health – STF – Volunteer Coordinator/Driver for Connections Van service; Salem Health – STF – Replacement Vehicle for Connections Van service [Lisa Roth, Earlene Naylor]:**

Lisa Roth shared a video chronicling a day in the life of the Connections Van program. The volunteer coordinator/driver is currently funded by STF dollars. The Connections Van program serves all of Polk County to provide rides to West Valley Hospital and other clinics in the area. This program meets both long term and short term needs for its riders. The volunteer coordinator supports 12 volunteer drivers, coordinates rides with two vehicles, and serves as a backup driver when needed. Salem Health is asking for STF funding to continue the volunteer coordinator/driver position.

Salem Health is also asking for STF funding for a replacement vehicle. One of the two vehicles currently in operation for the Connections Van program is not able to be used full time due to the age and mileage of the vehicle, although there is enough demand for two vehicles to be operated full time. This is a curb to curb service designed to meet the healthcare needs of people in all of Polk County. However, Salem Health does try to be aware of other competing programs in the area and to make sure services are not duplicated.

If there was not enough funding available to cover the full ask, the Salem Health Foundation could be solicited for additional funding. However, they would be weighing this program against other community priorities, so there's no guarantee. Another option would be to replace the volunteer coordinator/driver position with a hospital employee and scale the position back.

Questions and answers:

- How do people learn about accessing the CareVan program?
  - The vehicles are housed at West Valley Hospital. They are clearly marked and can be seen by passersby. Staff at the hospital and other clinics also refer patients to the program for rides to upcoming appointments. The hospital has promoted the service at community events and on their social media pages as well. The office space for this program

is located at the front of the hospital and the service is also promoted from there.

- Does the CareVan serve the Grand Ronde area?
  - Yes, the CareVan does provide rides to and from Grand Ronde when requested. Salem Health would also be willing to work with the tribal clinic, but they have not been approached to do so. However, one of the Grand Ronde Tribal Members is on the Salem Health Foundation Board of Directors and is aware of the CareVan program.

**5. SAMTD – STF – Operations (Cherriots Regional, LIFT, and Shop and Ride), Grant Match, and Administration; SAMTD – 5310 – Cherriots Regional, LIFT, and Shop and Ride Purchased Service; SAMTD – 5310 – Cherriots Regional Preventative Maintenance; SAMTD – 5310 – Cherriots Mobility Management [Melissa Kidd]:**

Salem Area Mass Transit District (SAMTD) is asking for STF funding for the operations of the Cherriots Regional, Cherriots LIFT, and Cherriots Shop and Ride services, grant match, and administration. SAMTD is also asking for Section 5310 (ODOT) funding for Cherriots Regional, Cherriots LIFT, and Cherriots Shop and Ride purchased services; Cherriots Regional Preventative Maintenance; and Cherriots Mobility Management program. The operation of these services provides vital and affordable transportation for seniors and people with disabilities to employment, social activities, and medical appointments in both the urban and rural areas of Marion and Polk counties. SAMTD contracts with MV Transportation to provide these services.

Cherriots LIFT is a federally mandated ADA paratransit service within the Salem-Keizer Urban Growth Boundary. It is an origin to destination service and requires a three step application process mandated by the Federal Transit Administration to be eligible to use the service. Rides are scheduled in advance through the Cherriots Call Center. In fiscal year 2017-2018 Cherriots LIFT provided 132,080 trips, 99 percent of which were seniors and people with disabilities.

Cherriots Regional provides public transportation throughout Marion, Polk, and a small portion of Linn counties. All Regional vehicles are ADA



accessible and connect riders to Wilsonville, Woodburn, Silverton, the Santiam Canyon, Dallas, and other communities in between. In fiscal year 2017-2018 Cherriots Regional provided 87,624 trips, 40 percent of which were seniors and people with disabilities.

Cherriots Shop and Ride is a shopper shuttle and dial-a-ride service. The shopper shuttle service provides rides to predetermined stores for one stop services, such as pharmacy, groceries, banking, and restaurants. The dial-a-ride service lets the rider choose the destination anywhere within the Salem-Keizer Urban Growth Boundary. Rides for both services are reserved in advance through the Cherriots Call Center. Shop and Ride fills the gap for riders who may not be able to access fixed route service, but do not qualify for Cherriots LIFT. There is no application process for Shop and Ride, you must either be 60 years old or older or a person with a disability to ride. In fiscal year 2017-2018 Cherriots Shop and Ride provided 9,981 trips, 95 percent of which were seniors and people with disabilities.

Projections for fiscal year 2018-2019 estimate approximately 504,000 trips over the biennium for Cherriots Regional, Cherriots LIFT, and Cherriots Shop and Ride combined. Cherriots Regional is 100 percent grant funded through sections 5311, 5310, and STF funds. Without the Section 5310 funding Cherriots Regional service would be significantly reduced. Cherriots LIFT is 75 percent grant funded by sections 5307 and 5310, STF, DD53, and SAMTD general fund. Although LIFT has these additional funding sources, there is a projected shortfall in 5307 funding of over \$2.6 million. Shop and Ride is 100 percent grant funded by ODOT and FTA Section 5310. The goal for Shop and Ride this biennium is to preserve the existing service levels while looking for new ways to operate on a lower budget in the future.

Preventive maintenance for Cherriots Regional is provided by Cherriots staff who work to keep the vehicle fleet in a state of good repair. There are 12 vehicles in the Cherriots Regional fleet, three of which were purchased new in 2018. Adding the new vehicles has resulted in a budget decrease to maintain the fleet, so the amount requested has not increased since the last biennium.

The mobility management program includes such things as transit hosts, travel training, and community outreach. The transit hosts provide another level of customer service to riders out on the transit center, answering questions and helping riders to make transfers. This has proven to be especially helpful to those with vision impairments. Travel training can be done in an individual or group setting. This program familiarizes new riders with Cherriot's services and teaches them the culture and technicalities of riding the bus. Cherriot's services are promoted at community events and meetings through the mobility management program. This program is 100 percent grant funded. There is no increase in the amount requested from the last biennium as the focus is on maintaining the current levels of service it provides. John Hammill pointed out that STF dollars carry a requirement to coordinate existing services and that the Cherriot's mobility management programs fill that requirement.

The request for STF funding for a portion of operating costs is to complete the funding for Cherriot's Regional, Cherriot's LIFT, and Shop and Ride that are not met by other funding sources. This request is broken down into two categories: match and operating budget. The requested match amount represents all grants requiring match for all three services (5310 FTA, 5310 ODOT, and 5307 ADA). The scaled match request amount represents a reduction in Cherriot's LIFT service. The operating budget request covers a portion of the balance of operating costs for Cherriot's LIFT and Shop and ride.

Questions and answers:

- If there was not enough funding to cover the full ask, would SAMTD be able to backfill a deficit with other funding?
  - Due to the very limited sources of funding, SAMTD would likely have to look at reductions in service for the Shop and Ride and Cherriot's Regional services.
- How does the new Statewide Transportation Improvement Fund (STIF) affect these services?
  - STIF dollars are to be used for new or expanded services only. They cannot be used to maintain any current services. For example, it's possible that Cherriot's Regional could have

reduced service hours during the week (existing service) while the service is expanded to operate on Saturdays (new service) with STIF dollars.

- How much does fare revenue contribute towards operating costs for the Cherriots LIFT and Shop and Ride services?
  - Fare revenue is applied directly to the operating costs of these services and is considered in the grant amounts requested. While the fare currently charged is \$3.20 per trip the actual cost of a trip is approximately 10 times more than that, so fare revenue has very little impact on the overall operating costs.

**6. City of Silverton – STF – Matching funds for Section 5311 funds that pay for Silver Trolley service; City of Silverton – 5310 – Preventive Maintenance for Silver Trolley vehicles [Jason Gottgetreu]:**

The Silver Trolley is a dial-a-ride service that operates Monday through Saturday within the City of Silverton Urban Growth Boundary. It is a free, curb to curb service. Rides are scheduled through a dispatcher and same day rides are accommodated whenever possible. A ride was even provided on Christmas Day for a senior to get to the Silverton Senior Center Christmas dinner. Seventy five percent of rides are for seniors and people with disabilities. The City of Silverton is asking for STF funding as match for the Section 5311 grant that pays for the operation of the Silver Trolley.

Recent improvements to the service include new dispatch staff and an on-call driver. These new staff have contributed to the increased flexibility of the Silver Trolley service without increasing the operating costs. The amount requested is slightly higher than the previous biennium, but this is due to a reduction in the 5311 formula fund.

The City of Silverton is also asking for Section 5310 (ODOT) funding for the ongoing preventive maintenance of the Silver Trolley vehicles. The service operates with a cutaway bus, a full size van, and a minivan. The city now has a certified mechanic on staff whose expertise has been a great benefit to the condition of the fleet.

**7. Polk County Family Community Outreach – STF – Transit Operations for Falls City Direct Connect (FCDC) service; Polk County Family Community Outreach – 5310 – Replacement vehicle for FCDC service [Jessica Madronal, Brent DeMoe, Commissioner Craig Pope, Mayor Jeremy Gordon, Eric Enderle]:**

Falls City Direct Connect provides free transportation to residents of Falls City to Dallas, Monmouth, and Independence. The driver is also trained as a resource coordinator who can connect riders with other services in the community. This service has been operating since November of 2017.

Demographic studies of Falls City show that 55 percent of residents are low to moderate income, 33 percent are persons with a disability, and 18 percent are 65 years old or older. The town is located about 13 miles from Dallas and about 14 miles from Monmouth/Independence. There are no doctors, dentists, or mental health providers in Falls City. There is only one small store with much higher prices on groceries compared to stores on Dallas and Monmouth.

Ridership has steadily increased over the first year of operation for Falls City Direct Connect, providing 1,405 rides to 794 unique riders. Seventy eight percent of riders say they have no other form of transportation. Fifty percent of riders use the service for grocery shopping and twenty four percent use the service for health related appointments.

Polk County is asking for STF funding to cover the operating costs of the Falls City Direct Connect service. The first year of operation was funded as a pilot project by the Polk County community care organization, but that funding is no longer available. The service was able to operate two days per week for the first year on a budget of approximately \$24,000.00. The amount requested would allow an increase in service to four days per week, plus additional transportation for veterans into Salem two days per week.

Polk County is also asking for Section 5310 (ODOT) funding to replace the vehicle currently used for the service with a newer one. The goal is to put a much more dependable vehicle into the fleet.

Questions and answers:

- If there was not enough funding to cover the full ask, would Polk County be able to backfill a deficit with other funding?
  - If the full STF amount cannot be awarded, Falls City Direct Connect could be operated at the current level of two days per week on a lower budget. Polk County would not be able to purchase a replacement vehicle if the full 5310 amount cannot be awarded.
- Has Polk County considered using volunteers in the operation of this service?
  - Volunteers have not been considered for this service mainly because of the lack of familiarity with other community programs.
- As these funding sources are aimed at providing transportation for seniors and people with disabilities, would Polk County be able to report on how the service impacts these demographics?
  - Yes, data could be gathered on all demographics as needed. The driver is already surveying each rider every time they ride.
- How is this service marketed?
  - This service has been promoted at community resource fairs, on community social media pages, by word of mouth, and at monthly produce share events. By attending events in the community the driver has been able to build a level of trust with Falls City residents over time. The aspect of trust is vital when dealing with residents of a small community and has been the most effective “marketing” technique so far.
- When would the service for veterans operate and would it be limited to veterans only?
  - Service for veterans into Salem would operate on Mondays and Wednesdays. It would not be limited to veterans only, but veterans would have priority over other riders.

## **I. LUNCH:**

Lunch break time: 11:43 a.m.

Meeting reconvene: 12:31 p.m.

## **J. REVIEW AND RANK APPLICATIONS [Ron Harding]:**

While reviewing the applications the TAC Members considered the following:

- ODOT and FTA requirements for replacing vehicles include mileage, year, and condition parameters for the vehicle being replaced as well as if the vehicle has been replaced in a prior grant solicitation process. Recent requirements of the Transit Asset Management (TAM) program give priority to mileage parameters, rather than age or condition parameters of vehicles being replaced. None of the replacement vehicle applications meet the requirement parameters for mileage for their given categories.
- Priority is given to maintaining existing services over awarding funding to new services, as per the Coordinated Plan.
- The value of the project must be considered rather than the quality of the presentation.
- Whether sufficient supporting data had been included in the application and if that data supports the request.
- The size of the area and populations served and how those areas and populations would be impacted by reductions in service.
- Consequences of reducing already limited services.
- Whether or not the applicant is able to effectively promote their services.

In order to rank the STF and 5310 (ODOT) applications the TAC Members anonymously filled out ranking sheets. The ranking sheets were then tallied and an average ranking for each project was calculated. The results of the ranking sheet tally (from highest priority to lowest) is as follows:

STF Applications –

- 1.** SAMTD – STF – Operations (Cherriots Regional, LIFT, and Shop and Ride), Grant Match, and Administration
- 2.** City of Woodburn – STF – Woodburn Transit operations
- 3.** City of Silverton – STF – Matching funds for Section 5311 funds that pay for Silver Trolley service
- 4.** Polk County Family Community Outreach – STF – Transit operations for Falls City Direct Connect (FCDC) service
- 5.** Legacy Silverton Medical Center – STF – One replacement vehicle for the CareVan service

6. Salem Health – STF – Volunteer Coordinator/Driver for Connections Van service
7. Garten – STF – Two expansion vehicles for client-only transportation service
8. Salem Health – STF – Replacement Vehicle for Connections Van service

5310 (ODOT) Applications:

1. SAMTD – 5310 – Cherriots Mobility Management
2. SAMTD – 5310 – Cherriots Regional, LIFT, and Shop and Ride Purchased Service
3. SAMTD – 5310 – Cherriots Regional Preventative Maintenance
4. City of Silverton – 5310 – Preventive maintenance for Silver Trolley vehicles
5. City of Woodburn – 5310 – Preventative maintenance for Woodburn Transit vehicles
6. City of Woodburn – 5310 – Mobility management for Woodburn Transit
7. Polk County Family Community Outreach – 5310 – Replacement vehicle for FCDC service

**K. FORM RECOMMENDATION TO STF ADVISORY COMMITTEE [Ron Harding]:**

In forming a recommendation to the STFAC the TAC members considered the above ranking of the applications and the amounts being allocated for each funding source (STF and Section 5310 ODOT).

The following motion was made for the STF applications:

**Beth Jackson motioned to approve funding for the SAMTD STF Operations, Grant Match, and Administration application at the scaled amount of \$1,464,643.00, ranked as the highest priority STF application; to approve funding for the City of Woodburn STF Woodburn Transit Operations application at the amount of \$400,000.00, ranked as the second highest priority STF application; to fund the City of Silverton STF Matching Funds for Operation of the Silver Trolley application at the scaled request of \$33,000.00, ranked as the third highest priority STF application; to fund the Polk County Family Community Outreach STF Operations for the Falls City Direct Connect application at the amount**

**of \$51,282.00, ranked as the fourth highest priority STF application; and to fund the Salem Health STF Volunteer Coordinator/Driver application at the scaled request of \$43,799.00, ranked as the sixth highest priority STF application.**

Victor Reppeto seconded the motion. The motion passed with ten votes in favor and one abstention.

The following motion was made for the Section 5310 (ODOT) applications: **Ron Harding motioned to fund the SAMTD 5310 Cherriots Mobility Management application at the scaled amount of \$403,946.00, ranked as the highest priority 5310 application; to approve funding for the SAMTD 5310 Cherriots Regional, LIFT, and Shop and Ride Purchased Service application at the amount of \$1,240,902.00, ranked as the second highest priority 5310 application; to fund the SAMTD 5310 Cherriots Regional Preventative Maintenance application at the scaled amount of \$279,566.00, ranked as the third highest priority 5310 application; to fund the City of Silverton 5310 Preventive maintenance for Silver Trolley Vehicles application at the scaled amount of \$10,000.00, ranked as the fourth highest 5310 application; to fund the City of Woodburn 5310 Preventative Maintenance for Woodburn Transit Vehicles application at the amount of \$108,000.00, ranked as the fifth highest priority 5310 application; and to fund the City of Woodburn 5310 Mobility Management for Woodburn Transit application at the scaled amount of \$90,250.00, ranked as the sixth highest priority 5310 application.**

Victor Reppeto seconded the motion. The motion passed unanimously among voting members.

**L. Adjourn:** The meeting adjourned at 1:57 p.m.

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