



Transportation Project Sponsors

1. Project Sponsor (must be a public agency)–REQUIRED

Organization Name: ODOT Public Transit Division	
Contact Person Name: Matthew Barnes	Title: Transit Network Program
Street Address: 555 13th St. NE STE #3	Phone: (503) 986-4051
City, State Zip: Salem, OR 97301	
E-mail: matthew.m.barnes@odot.state.or.us	

2. Co-Sponsor(s)

List the organization names for any Co-Sponsors of this project:

ODOT Rail Division

Transportation Project Information

3. Project Name–REQUIRED

Project Name: Portland-Eugene Cascades POINT Thruway Bus service Bus #2

4. Project Budget Summary - This table will automatically fill in.

	Project Funds	% of Project Costs
Total Costs	\$654,336	
Non-Eligible Costs		
Total Transportation Project Cost	\$654,336	100%
Matching Funds	\$67,200	10.27%
Requested Funds	\$587,136	89.73%

5. Provide a brief summary of the project (max 800 characters)–REQUIRED:

ODOT has entered into a contract with MTR Western to provide bus service between Eugene and Astoria via Portland. The contract includes the provision of two grants for buses. Funding for the first vehicle was obtained via the Flex Fund process. The first grant is in place for the first vehicle. This project funds the second bus. The current contract structure and service revenue are expected to allow phased increases in service in the corridor.

Failure to secure funding for the second vehicle grant will result in less service in the corridor.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) Project?

- Yes No

If yes, describe the status of the previous STIP project.

Vehicle grant #1 awarded, service contract in effect as of July 2012.

7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?

- Yes No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

This project (vehicle) allows continued ramp-up of service in the Portland - Eugene corridor.

8. Project Problem Statement–REQUIRED

Provide a paragraph explaining the problem or transportation need the project will address:

Obesity, out of control health care costs, climate change, limited roadway capacity, are all addressed by this project. Transit service density in this key Oregon corridor is increased by this project.

Bus trips on average involve more walking than automobile trips. This service has a high percentage of choice riders, riders who could be driving if the service did not exist. Mode shift from automobile to bus induces more physical activity, less obesity, and lower health care costs. People shifting from driving alone to riding well utilized buses generate less GHG than people driving alone. Swapping from SOV to bus saves road capacity, freeing it for other uses.

9. Transportation Project Location–REQUIRED

City: <input type="text" value="Multiple"/>	County: <input type="text" value="Multiple"/>
MPO: <input type="text" value="Multiple"/>	Special District: <input style="width: 100px;" type="text" value="?"/>

Project Location Detail: (include as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail)

(Cities) Eugene, Albany, Salem, Oregon City (pending), Woodburn (tentative); (Counties) Portland, Lane, Linn, Marion, Clackamas, Multnomah; (MPO areas) Eugene, Albany, Salem, Portland; (ODOT Regions) Region 1 and Region 2



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10. Maps and Plans (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)

<input type="radio"/> Attached/Upload <input checked="" type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
<input type="radio"/> Attached/Upload <input checked="" type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input type="radio"/> Attached/Upload <input checked="" type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input type="radio"/> Attached/Upload <input checked="" type="radio"/> Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)

11. Project Description–REQUIRED

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether [Practical Design](#) considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

The project is to purchase ONE 45-foot-ish, 50-ish passenger transit bus. The vehicle procured will meet all State and Federal standards. The vehicle will be insured. State useful life standards describe this class of vehicle's useful life as being 500,000 miles or 12 years. MTR Western will maintain the vehicle as specified by the manufacturer and by the State. There is no request for funding for project management or administrative costs. The bus will support ODOT contracted Cascades POINT Thruway Bus service in the Portland - Eugene corridor. This ODOT service provides passengers with free Wi-Fi, AC outlets, and extended passenger foot room.

Experience with transit service in the corridor, and observations of the Denver-Boulder (Boulder - Denver, similar in population and distance to Salem - Portland, has 85+ transit (bus) round trips each weekday) corridor suggest significant latent transit demand in the Portland - Eugene corridor. The vehicle grant portion of the operating contract enables the provision of additional bus service in the corridor. Adding bus service is expected to induce many new choice trips in the corridor, freeing road capacity for other uses.

New bus service will be phased in, as each new runs generates enough revenue to cover its contracted service price.

ODOT has a contract with MTR Western for provision of bus service between Portland and Eugene with stops at at least; Portland, Salem, Albany, and Eugene Amtrak stations. The contracted service price includes two bus grants (\$587,136 for each of the two grants) to the vendor MTR Western.



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The first vehicle grant has been awarded, and was a Flex Fund project. This application is for the second vehicle grant in the contract. If ODOT fails to provide a second vehicle grant, the contract price is re-negotiated (to a higher price), which will result in less service phased into the corridor.

12. Primary Project Mode(s)

<input type="checkbox"/> Passenger Rail	<input type="checkbox"/> Light Rail	<input checked="" type="checkbox"/> Bus/Transit
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Bike	<input type="checkbox"/> Highway/Road
<input type="checkbox"/> Other:		

13. Project Activities

<input type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input checked="" type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> Other

Timetable and Readiness Information

14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year-REQUIRED.

Anticipated Dates	Activity
2015	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
	Bid Let Date
	Construction Contract Award
	Construction Complete
2015 calendar year	Capital Equipment Purchase
2015 calendar year	Operations/Service Begin
	Other Major Milestone:
12 years or 500,000 miles	Project Completion/End of Activities funded through this request - REQUIRED

15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)-REQUIRED

- Yes No

Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

ODOT Public Transit State Management Plan: Page 79 "a. Assist in the development and improvement of public transportation services." Page 87 "...support a reliable and safe statewide network of interconnected, accessible passenger bus services along major transportation corridors..." Oregon Transportation Plan: Page 12 "Make Oregon's highways, streets, roads and transit systems efficient and seamless for travelers..." Page 23 (referencing Oregon Strategy for Greenhouse Gas Reductions (2004) GHG reduction strategies) "Additional strategies include increasing use of public transportation..."

16. Is the proposed Transportation Project consistent with Major Improvement Policies including [OTP Strategy 1.1.4](#) and [OHP Action 1G.1](#)?—REQUIRED

Yes No

Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

The Project is consistent with Strategy 1.1.4 and can be thought of as managing demand in the Portland - Eugene corridor by providing missing transit options and a richer set of transit time choices, and shifting demand from SOV to transit.

The use of scarce highway space for well utilized transit vehicles rather than automobiles improves system efficiency by adding passenger carrying capacity to the existing transportation system.

Project Benefit Information

Questions 17 through 26: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.

17. Benefits to State-Owned Facilities

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

The bus service supported by this project:

- Extends Cascades POINT Thruway Bus transit service in the critical Portland - Eugene corridor, and contributes to the development of a seamless multimodal transportation system.
- Supports and is supported by ODOT investments in Passenger Rail service and in the Salem Amtrak Station multimodal project.

18. Mobility

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost-effective and integrated multimodal transportation system.

For example, will the solution:

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

By enabling added runs in the corridor, this project provides additional non-SOV travel options, improves transportation for transit passengers, strengthens the statewide transit network, and frees roadway capacity for other uses.

19. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?

By enabling added service runs in the corridor the project fills gaps in transit service, and improves connections between cities, and transit stops. Improves access to employment and services.

20. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

The project by inducing mode change from automobile to transit increases the regional economic multiplier effect of personal transportation expenditures. The project also improves the travel options and work access for transit dependent passengers.

21. Environmental Stewardship

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources.

For example, will the solution:

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?
- Plan for or contribute to the use of sustainable energy sources for transportation?

Mode shift resulting in GHG reduction.

22. Land Use and Growth Management

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible.

For example, will the solution plan for or contribute to:

- Efficient development and use of land as designated by comprehensive or other land use plans?
- Community revitalization including downtowns, economic centers and main streets?
- Compact urban development and mixed land uses?

Better transit service is supportive of compact development, and single or no car families.

23. Livability

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources.

For example, will the solution:

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

Project will result in more transit use, and more walking by passengers that are switching from driving to transit.

24. Safety and Security

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users.

For example, will the solution:

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Help reduce crashes involving vulnerable road users such as bicyclists and pedestrians?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

Transit travel is safer than automobile travel, passengers switching from automobile use to transit use are safer.

25. Equity

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians.

For example, will the solution:

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?

Project will make transit use in the corridor a viable option for more people. It will provide more options for all travelers including the transit dependent.

26. Funding and Finance

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible.

For example, will the solution:

- Have ongoing funding available for operations and maintenance?
- Support the continued use of prior investments or reduce the need for future investments?

This investment will support additional service in the corridor. It will build ridership and service revenue in the corridor. This investment will support and be supported by ODOT investments in the Salem Amtrak Station multi modal facility, as well as support ongoing investments in Passenger Rail Service, and strengthening the overall transit network.



Budget Information

27. Estimated Project Costs–REQUIRED

List estimated costs for the various activities listed below, as applicable to proposed project. Shaded fields are automatically calculated.

	Enter Values in this Column	Total Column
Project Administration		
Staff Costs (for Service/Educational Projects)		
Project development and PE		
Environmental Work		
Coordination and Outreach		
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment	\$654,336	
Non-Construction Project Costs Total		\$654,336
Utility Relocation		
Construction		
Construction Project Costs Total		
Total Eligible Project Cost		\$654,336
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)		

28. Project Participants and Contributions–REQUIRED

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during application review.



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Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	ODOT Public Transit Division		0%
Co-Sponsor	ODOT Rail Division		0%
Participant	MTR Western	\$67,200	10%
Participant			0%
Total		\$67,200	10%

If you have more co-sponsors and participants than lines in the table above, list their names and contribution amounts in the box below and enter the totals of Co-Sponsor and Participant contributions in the appropriate spaces in the table above.



Submittal Approval

29. Project Sponsor Signature Authority Information–REQUIRED

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors other than the Oregon Department of Transportation will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name:

Authorizing Authority Title:

Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature: Date:

30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

Authorizing Authority Name:

Authorizing Authority Title:

Signature: Date:

If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.