

Project Summary Table

TDP Project ID	TDP Task	TDP Time Frame	Initial Impl. Year	Project Name	Service Area(s)	Project/Task Description	Plan Page #	STIF Plan Project & Task	100% or 130% List ²	Original Sort Order	Committee Rank (10/18/18)	Project Rank within 100% or 130% List ²	One-Time Planning/ Admin Cost (10%) ⁴	Hold for Future STIF Plan Period	Share to Improve/ Expand Service	Service Type	STIF % of Funding	# of Years	Total Revenue Hours (STIF Plan Period)	Total Revenue Miles (STIF Plan Period)	Total Rides (STIF Plan Period) ³	Population with Access to Transit ⁴	Low-Income House-Holds Access to Transit ⁴	New Shared Stops with Other Providers (#)
CN1	-	Near-Term to Short-Term	2019	Bus Local Match	System-wide	Replace end-of-life vehicles with low-floor vehicles branded for and matched to each service type; Acquire new vehicles to support SN1.3, SN 1.4, and SN 6.1. [See STIF Bus Task Detail for task-level inputs]	7-5	1	100%	3	1	1	-	No	100%	N/A	100%	3	N/A	N/A	N/A	N/A	N/A	N/A
SN1	3	Near-Term	2019	McMinnville Local Service Capacity, Coverage, and Service Hours	McMinnville	Modify Route 3 to provide more service to Winco/Walmart area, two-way service on Evans and 27 th St, and service on McDaniel Ln (Senior Center). Requires additional half bus.	6-28	2.1	100%	1.1	2	2.1	Yes	No	100%	Fixed-Route	100%	3	4,290	101,244	67,800	9,207	1,828	No
SN1	4	Near-Term	2019	McMinnville Local Service Capacity, Coverage, and Service Hours	McMinnville	Modify Route 4 (current 2 West) to extend along 2 nd St west of Hill Rd, providing service for additional residents, and south to Booth Bend Rd to provide direct access to Roths, Bi-Mart, and Albertsons. Accomplished using the remaining half bus from the Route 3 modification.	6-28	2.2	100%	1.2	2	2.2	Yes	No	100%	Fixed-Route	100%	3	4,290	49,764	56,100	3,294	738	No
SN1	5	Near-Term	2019	McMinnville Local Service Capacity, Coverage, and Service Hours	McMinnville	Morning Service: 1 additional hour for Route 2 and 4 (start at 7:00 AM).	6-28	2.3	100%	1.3	2	2.3	-	No	100%	Fixed-Route	100%	3	780	4,524	10,200	3,294	738	No
CN2	1	Near-Term to Short-Term	2019	Bus Stop Improvements	System-wide	Sign and Mark Bus Stops; communicates where vehicles stop and the presence of transit in the community. Stop improvement program (benches, shelters, pads, and other amenities) provides comfortable, dignified places for passengers to catch the bus	7-7	3.1	100%	20	3	3	Yes	No	100%	N/A	100%	3	N/A	N/A	N/A	N/A	N/A	N/A
CN3	1	Near-Term to Short-Term	2019	Technology Enhancements	System-wide	Technology Enhancements (1) Mobile surveillance solution for reliable, real time tracking for 33 buses to increase efficiency and camera coverage inside & out to promote passenger safety. (2) Automated Stop Announcements.	9-11	4.1	100%	5	4	4	Yes	No	100%	N/A	100%	2	N/A	N/A	N/A	N/A	N/A	N/A
SN3	1	Near-Term	2019	McMinnville-Newberg Connector	McMinnville-Tigard	Phase 1 of project to add trips on Route 44 to provide more frequent, consistent service between McMinnville and Newberg. Added trips would not continue to Sherwood/Tigard. Uses existing buses serving Routes 44/45x.	6-28	5.1	100%	2	5	5	Yes	No	100%	Fixed-Route	100%	3	3,120	51,174	34,800	27,426	4,222	No
SN6	1	Near-Term	2019	Implement Shopper Shuttles/Local Flex Routes	McMinnville, Newberg, Small Cities	Implement shopper shuttle pilot projects in McMinnville, Newberg / Dundee, Yamhill / Carlton, Amity / Sheridan / Willamina, and Dayton / Lafayette (4 hours per day, 1 day per service area; 5 days per week, with up to two additional days in Yamhill/Carlton and Sheridan/Willamina to support medical trip needs such as dialysis where patients may have three appointments per week. Total of 9 days.)	6-28	6.1	100%	6	6	6	Yes	No	100%	Demand-Response	100%	3	5,616	64,099	23,400	77,716	10,388	No
SM1	1	Mid-Term	2020	McMinnville Saturday Service	McMinnville	Add local service on Saturdays. Assumes 2 fixed-route vehicles for 10 hours, e.g., 8 AM-6PM.	6-29	7.1	100%	22	7	7	Yes	No	100%	Fixed-Route	100%	2	2,080	18,304	30,000	12,501	2,566	No
SM1	2	Mid-Term	2020	McMinnville Saturday Service	McMinnville	Add local service on Saturdays. Assumes 1 Demand-Response vehicles for 10 hours, e.g., 8 AM-6PM.	6-29	7.2	100%	23	8	8	Yes	No	100%	Demand-Response	100%	2	1,040	11,870	3,200	33,185	4,835	No
CN4	4	Near-Term	2019	CCC Access Gate	McMinnville	Gate access and roadway improvements at Chemeketa Community College in McMinnville. Enables service to Virginia Garcia clinic and other housing east of Norton Lane.	7-7	8.1	100%	21	9	9	Yes	No	100%	N/A	100%	1	N/A	N/A	N/A	N/A	N/A	N/A
CN5	3	Near-Term	2019	Marketing	System-wide	Support vehicle and other branding and marketing.	7-5	9.1	100%	4	10	10	Yes	No	100%	N/A	100%	1	N/A	N/A	N/A	N/A	N/A	N/A
SS7	1	Short-Term	2021	Additional Grand Ronde evening trip	McMinnville-Grand Ronde	Add an additional evening trip, timed to serve work shifts at the Spirit Mountain Casino and improve connections to/from TCTD 60X Coastal Connector route serving Lincoln City (at Spirit Mountain Casino or Grand Ronde Community Center). Timing should be determined in consultation with TCTD and Spirit Mountain. Improves regional coordination and job access.	6-29	10.1	100%	18	11	11	Yes	No	100%	Fixed-Route	100%	1	503	7,410	4,400	11,512	2,261	No
SS2	1	Short-Term	2020	McMinnville Evening Service	McMinnville	Early Evening Service: Add 1 additional hour of service in the evening (last trip leaves at 6:00 or 6:30 pm). Assumes 3 buses (all routes).	6-29	11.1	100%	7.1	12	12.1	-	No	100%	Fixed-Route	100%	2	1,560	11,960	22,600	25,686	5,037	N/A
SS2	2	Short-Term	2020	McMinnville Evening Service	McMinnville	Early Evening Service: Add 1 additional hour of service in the evening (last trip leaves at 6:00 or 6:30 pm). Assumes 3 buses (all routes).	6-29	11.2	100%	7.2	12	12.2	-	No	100%	Demand-Response	100%	2	1,040	5,935	3,200	33,185	4,835	N/A
SS5	1	Short-Term	2020	McMinnville-Newberg Connector	McMinnville-Tigard	Phase 2 of near-term project to add trips on Route 44 to provide more frequent, consistent service between McMinnville and Newberg. Added trips would not continue to Sherwood/Tigard. Uses existing buses serving Routes 44/45x.	6-29	12.1	100%	13	13	13	-	No	100%	Fixed-Route	100%	2	2,080	34,116	23,200	27,426	4,222	N/A
SS3	1	Short-Term	2020	Newberg Early Evening Service	Newberg	Add 1/2 hour of service in the evening (last trip leaves at 6:00 or 6:30 pm). Assumes 2 buses (all routes).	6-29	13.1	100%	14	14	14.1	-	No	100%	Fixed-Route	100%	2	520	2,340	3,200	19,571	2,695	N/A
SS3	2	Short-Term	2020	Newberg Early Evening Service	Newberg	Add 1/2 hour of demand-response service in the evening; this includes complementary ADA Paratransit. Assumes 1 vehicles.	6-29	13.2	100%	14	14	14.2	-	No	100%	Demand-Response	100%	2	260	2,968	800	22,566	2,744	N/A

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SS8	1	Short-Term	2020	Implement Shopper Shuttles/Local Flex Routes	Yamhill / Carlton	Expand shopper shuttle pilot to three days per week, 8 to 10 hour per day operation. Either Yamhill/Carlton or Sheridan/Willamina/Amity are recommended for the short-term. One area could be implemented in the first year of the short-term and the second could be implemented in the second or third year based on available resources in Year 1.	6-29	14.1	100%	15	15	15	Yes	No	100%	Demand-Response	100%	2	1,040	59,351	12,400	3,001	271	No
SS8	2	Short-Term	2021	Implement Shopper Shuttles/Local Flex Routes	Sheridan / Willamina	Expand shopper shuttle pilot to three days per week, 8 to 10 hour per day operation. Either Yamhill/Carlton or Sheridan/Willamina/Amity are recommended for the short-term. One area could be implemented in the first year of the short-term and the second could be implemented in the second or third year based on available resources in Year 1.	6-29	15.1	100%	16	16	16	Yes	No	100%	Demand-Response	100%	1	1,352	20,179	6,200	9,417	1,316	No
SS6	1	Short-Term	2020	Extension to Downtown Salem	McMinnville-Salem	Extend Route 11 to Downtown Salem Transit Center. Route 11 would still stop along Wallace Rd in West Salem. In conjunction with this change, rename Route 11 (e.g., to 80x) to avoid confusion with Cherriots Route 11.	6-29	16.1	100%	19	17	17	Yes	No	100%	Fixed-Route	100%	2	1,517	69,403	12,800	13,784	2,782	Yes (1)
SL1	3	Long-Term	2019	Additional intercity later evening service	McMinnville-Hillsboro	Add 1 additional early evening trip. This was deferred to the long-term given funding availability; however, Washington County and Gaston are able to contribute towards the cost of adding this trip, which would serve Gaston High School and students returning from after school activities. Cost represents the total cost to YCTA (before Washington County/Gaston contributions).	6-30	17.1	130%	17	18	1	-	No	100%	Fixed-Route	100%	3	1,560	24,860	15,600	18,751	3,602	No
CS1	1	Short-Term	2021	Capital Reserve	System-wide	Establish and contribute to a capital reserve fund (e.g., to be used for local matching funds for vehicle grants)	7-7	19.1	130%	-	-	2	No	Yes	100%	N/A	-	2	N/A	-	-	-	-	-
SM3	1	Mid-Term	2021	Newberg Demand-Response Capacity	Newberg	Restore Newberg Dial-a-Ride to two vehicles, assuming that fixed-route ridership meets standards and additional paratransit capacity is required based on service standards.	6-29	18.1	130%	24	19	3	No	No	100%	Demand-Response	100%	2	4,160	47,481	12,400	22,566	2,744	No
SL7	1	Long-Term	2021	McMinnville Early Morning Service	McMinnville	Start McMinnville local fixed-route service at 6 AM. Assumes 3 buses.	6-30	20.1	130%	-	-	4	Yes	No	100%	Fixed-Route	100%	2	1,560	0	22,600	25,686	5,037	No
SL7	2	Long-Term	2021	McMinnville Early Morning Service	McMinnville	Start McMinnville demand-response service hours at 6 AM. Assumes 1 Dial-a-Ride vehicle.	6-30	20.2	130%	-	-	5	Yes	No	100%	Demand-Response	100%	2	520	5,935	1,600	33,185	4,835	No
SL7	3	Long-Term	2021	McMinnville Evening Service	McMinnville	Extend McMinnville local fixed-route service hours to 9 PM (last trips leave transit center at 8:00 or 8:30 PM). Assumes 2 buses (reduced coverage or lower frequency than daytime operation).	6-30	21.1	130%	-	-	6	Yes	No	100%	Fixed-Route	100%	2	2,080	0	28,600	16,479	3,209	No
SL7	4	Long-Term	2021	McMinnville Evening Service	McMinnville	Extend McMinnville demand-response service hours to 9 PM; assumes 1 Dial-a-Ride vehicle.	6-30	21.2	130%	-	-	7	Yes	No	100%	Demand-Response	100%	2	1,040	11,870	3,200	33,185	4,835	No

Notes

- [1] Priority tier is a TDP recommendation, which should be confirmed by the YCTA advisory committee for submission in YCTA's STIF Plan (see *Rank within 100% or 130% list).
- [2] The STIF Plan requires that projects be ranked and allows projects to be submitted at 100% and 130% of projected funding, in order to help prioritize depending on actual funds available. The list and ranking is a YCTA STIF Advisory Committee decision.
- [3] Assumes productivity based on the ridecheck conducted in April/May 2017; ranges from 13.1 to 15.8 riders per hour on McMinnville local routes and 8.5 to 11.2 riders per hour on intercity routes. Productivity was assumed to be 3 riders per hour for Dial-A-Ride, 4 riders per hour for flex-route/shuttles, and 6 riders per hour for Newberg local routes.
- [4] Transit access within 1/2 mile of fixed-route stops, or within the service area (typically city or cities) for demand-response or flex-route services.
- [5] 10% allowance for administration and planning are included where needed to implement the project.

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																				FY 2019	FY 2020	FY 2021	
CN1	-	Near-Term to Short-Term	2019	Bus Local Match	System-wide	Replace end-of-life vehicles with low-floor vehicles branded for and matched to each service type; Acquire new vehicles to support SN1.3, SN 1.4, and SN 6.1. [See STIF Bus Task Detail for task-level inputs]	7-5	1	100%	3	1	N/A	-	111-00	Bus Rolling Stock	See STIF Bus Task Detail	#N/A	See STIF Bus Task Detail	#N/A	\$128,451	\$139,889	\$110,115	\$0
SN1	3	Near-Term	2019	McMinnville Local Service Capacity, Coverage, and Service Hours	McMinnville	Modify Route 3 to provide more service to Winco/Walmart area, two-way service on Evans and 27 th St, and service on McDaniel Ln (Senior Center). Requires additional half bus.	6-28	2.1	100%	1.1	2	Yes	11,080	300-00	Operations	30.09	Operating Assistance	30.09.01	Operating Assistance	\$95,000	\$107,000	\$110,000	\$11,000
SN1	4	Near-Term	2019	McMinnville Local Service Capacity, Coverage, and Service Hours	McMinnville	Modify Route 4 (current 2 West) to extend along 2 nd St west of Hill Rd, providing service for additional residents, and south to Booth Bend Rd to provide direct access to Roths, Bi-Mart, and Albertsons. Accomplished using the remaining half bus from the Route 3 modification.	6-28	2.2	100%	1.2	2	No	-	300-00	Operations	30.09	Operating Assistance	30.09.01	Operating Assistance	\$95,000	\$107,000	\$110,000	\$11,000
SN1	5	Near-Term	2019	McMinnville Local Service Capacity, Coverage, and Service Hours	McMinnville	Morning Service: 1 additional hour for Route 2 and 4 (start at 7:00 AM).	6-28	2.3	100%	1.3	2	Yes	11,080	300-00	Operations	30.09	Operating Assistance	30.09.01	Operating Assistance	\$17,000	\$20,000	\$20,000	\$0
CN2	1	Near-Term to Short-Term	2019	Bus Stop Improvements	System-wide	Sign and Mark Bus Stops; communicates where vehicles stop and the presence of transit in the community. Stop improvement program (benches, shelters, pads, and other amenities) provides comfortable, dignified places for passengers to catch the bus	7-7	3.1	100%	20	3	N/A	-	113-00	Bus Stations/Stop s/Terminals	11.33	Construction of Bus Stations / Terminal	11.33.09	Bus Route Signing	\$50,000	\$25,000	\$25,000	\$5,000
CN3	1	Near-Term to Short-Term	2019	Technology Enhancements	System-wide	Technology Enhancements (1) Mobile surveillance solution for reliable, real time tracking for 33 buses to increase efficiency and camera coverage inside & out to promote passenger safety. (2) Automated Stop Announcements.	9-11	4.1	100%	5	4	N/A	-	113-00	Bus Stations/Stop s/Terminals	11.42	Acquisition	11.42.09	Surveillance / Security (Bus)	\$100,000	\$50,000	\$0	\$10,000
SN3	1	Near-Term	2019	McMinnville-Newberg Connector	McMinnville-Tigard	Phase 1 of project to add trips on Route 44 to provide more frequent, consistent service between McMinnville and Newberg. Added trips would not continue to Sherwood/Tigard. Uses existing buses serving Routes 44/45x.	6-28	5.1	100%	2	5	Yes	9,234	300-00	Operations	30.09	Operating Assistance	30.09.01	Operating Assistance	\$69,000	\$78,000	\$80,000	\$8,000
SN6	1	Near-Term	2019	Implement Shopper Shuttles/Local Flex Routes	McMinnville, Newberg, Small Cities	Implement shopper shuttle pilot projects in McMinnville, Newberg / Dundee, Yamhill / Carlton, Amity / Sheridan / Willamina, and Dayton / Lafayette (4 hours per day, 1 day per service area; 5 days per week, with up to two additional days in Yamhill/Carlton and Sheridan/Willamina to support medical trip needs such as dialysis where patients may have three appointments per week. Total of 9 days.)	6-28	6.1	100%	6	6	No	-	300-00	Operations	30.09	Operating Assistance	30.09.01	Operating Assistance	\$101,000	\$106,000	\$108,000	\$10,800
SM1	1	Mid-Term	2020	McMinnville Saturday Service	McMinnville	Add local service on Saturdays. Assumes 2 fixed-route vehicles for 10 hours, e.g., 8 AM-6PM.	6-29	7.1	100%	22	7	No	-	300-00	Operations	30.09	Operating Assistance	30.09.01	Operating Assistance	\$0	\$84,000	\$84,000	\$8,400
SM1	2	Mid-Term	2020	McMinnville Saturday Service	McMinnville	Add local service on Saturdays. Assumes 1 Demand-Response vehicles for 10 hours, e.g., 8 AM-6PM.	6-29	7.2	100%	23	8	No	-	300-00	Operations	30.09	Operating Assistance	30.09.01	Operating Assistance	\$0	\$36,000	\$36,000	\$3,600
CN4	4	Near-Term	2019	CCC Access Gate	McMinnville	Gate access and roadway improvements at Chemeketa Community College in McMinnville. Enables service to Virginia Garcia clinic and other housing east of Norton Lane.	7-7	8.1	100%	21	9	N/A	-	113-00	Bus Stations/Stop s/Terminals	11.33	Construction of Bus Stations / Terminal	11.33.07	Surveillance / Security Equipment	\$15,000	\$0	\$0	\$1,500
CN5	3	Near-Term	2019	Marketing	System-wide	Support vehicle and other branding and marketing.	7-5	9.1	100%	4	10	N/A	-	113-00	Bus Stations/Stop s/Terminals	11.32	Acquisition	11.32.08	Furniture / Graphics	\$50,000	\$0	\$0	\$5,000
SS7	1	Short-Term	2021	Additional Grand Ronde evening trip	McMinnville-Grand Ronde	Add an additional evening trip, timed to serve work shifts at the Spirit Mountain Casino and improve connections to/from TCTD 60X Coastal Connector route serving Lincoln City (at Spirit Mountain Casino or Grand Ronde Community Center). Timing should be determined in consultation with TCTD and Spirit Mountain. Improves regional coordination and job access.	6-29	10.1	100%	18	11	No	-	300-00	Operations	30.09	Operating Assistance	30.09.01	Operating Assistance	\$0	\$0	\$39,000	\$3,900
SS2	1	Short-Term	2020	McMinnville Evening Service	McMinnville	Early Evening Service: Add 1 additional hour of service in the evening (last trip leaves at 6:00 or 6:30 pm). Assumes 3 buses (all routes).	6-29	11.1	100%	7.1	12	Yes	11,080	300-00	Operations	30.09	Operating Assistance	30.09.01	Operating Assistance	\$0	\$60,000	\$60,000	\$0
SS2	2	Short-Term	2020	McMinnville Evening Service	McMinnville	Early Evening Service: Add 1 additional hour of service in the evening (last trip leaves at 6:00 or 6:30 pm). Assumes 3 buses (all routes).	6-29	11.2	100%	7.2	12	Yes	11,080	300-00	Operations	30.09	Operating Assistance	30.09.01	Operating Assistance	\$0	\$30,000	\$34,000	\$0
SS5	1	Short-Term	2020	McMinnville-Newberg Connector	McMinnville-Tigard	Phase 2 of near-term project to add trips on Route 44 to provide more frequent, consistent service between McMinnville and Newberg. Added trips would not continue to Sherwood/Tigard. Uses existing buses serving Routes 44/45x.	6-29	12.1	100%	13	13	Yes	9,234	300-00	Operations	30.09	Operating Assistance	30.09.01	Operating Assistance	\$0	\$78,000	\$80,000	\$0
SS3	1	Short-Term	2020	Newberg Early Evening Service	Newberg	Add 1/2 hour of service in the evening (last trip leaves at 6:00 or 6:30 pm). Assumes 2 buses (all routes).	6-29	13.1	100%	14	14	Yes	3,315	300-00	Operations	30.09	Operating Assistance	30.09.01	Operating Assistance	\$0	\$20,000	\$20,000	\$0
SS3	2	Short-Term	2020	Newberg Early Evening Service	Newberg	Add 1/2 hour of demand-response service in the evening; this includes complementary ADA Paratransit. Assumes 1 vehicles.	6-29	13.2	100%	14	14	Yes	3,315	300-00	Operations	30.09	Operating Assistance	30.09.01	Operating Assistance	\$0	\$8,000	\$9,000	\$0

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																				FY 2019	FY 2020	FY 2021	
SS8	1	Short-Term	2020	Implement Shopper Shuttles/Local Flex Routes	Yamhill / Carlton	Expand shopper shuttle pilot to three days per week, 8 to 10 hour per day operation. Either Yamhill/Carlton or Sheridan/Willamina/Amity are recommended for the short-term. One area could be implemented in the first year of the short-term and the second could be implemented in the second or third year based on available resources in Year 1.	6-29	14.1	100%	15	15	No	-	300-00	Operations	30.09	Operating Assistance	30.09.01	Operating Assistance	\$0	\$88,000	\$90,000	\$9,000
SS8	2	Short-Term	2021	Implement Shopper Shuttles/Local Flex Routes	Sheridan / Willamina	Expand shopper shuttle pilot to three days per week, 8 to 10 hour per day operation. Either Yamhill/Carlton or Sheridan/Willamina/Amity are recommended for the short-term. One area could be implemented in the first year of the short-term and the second could be implemented in the second or third year based on available resources in Year 1.	6-29	15.1	100%	16	16	No	-	300-00	Operations	30.09	Operating Assistance	30.09.01	Operating Assistance	\$0	\$0	\$90,000	\$9,000
SS6	1	Short-Term	2020	Extension to Downtown Salem	McMinnville-Salem	Extend Route 11 to Downtown Salem Transit Center. Route 11 would still stop along Wallace Rd in West Salem. In conjunction with this change, rename Route 11 (e.g., to 80x) to avoid confusion with Cherris Route 11.	6-29	16.1	100%	19	17	No	-	300-00	Operations	30.09	Operating Assistance	30.09.01	Operating Assistance	\$0	\$57,000	\$58,000	\$5,800
SL1	3	Long-Term	2019	Additional intercity later evening service	McMinnville-Hillsboro	Add 1 additional early evening trip. This was deferred to the long-term given funding availability; however, Washington County and Gaston are able to contribute towards the cost of adding this trip, which would serve Gaston High School and students returning from after school activities. Cost represents the total cost to YCTA (before Washington County/Gaston contributions).	6-30	17.1	130%	17	18	Yes	3,489	300-00	Operations	30.09	Operating Assistance	30.09.01	Operating Assistance	\$35,000	\$39,000	\$40,000	\$0
CS1	1	Short-Term	2021	Capital Reserve	System-wide	Establish and contribute to a capital reserve fund (e.g., to be used for local matching funds for vehicle grants)	7-7	19.1	130%	-	-	-	-	111-00	Bus Rolling Stock	N/A	#N/A	N/A	#N/A	\$0	\$0	\$50,000	\$0
SM3	1	Mid-Term	2021	Newberg Demand-Response Capacity	Newberg	Restore Newberg Dial-a-Ride to two vehicles, assuming that fixed-route ridership meets standards and additional paratransit capacity is required based on service standards.	6-29	18.1	130%	24	19	No	-	300-00	Operations	30.09	Operating Assistance	30.09.01	Operating Assistance	\$0	\$144,000	\$144,000	\$0
SL7	1	Long-Term	2021	McMinnville Early Morning Service	McMinnville	Start McMinnville local fixed-route service at 6 AM. Assumes 3 buses.	6-30	20.1	130%	-	-	Yes	11,080	300-00	Operations	30.09	Operating Assistance	30.09.01	Operating Assistance	\$0	\$59,000	\$60,000	\$6,000
SL7	2	Long-Term	2021	McMinnville Early Morning Service	McMinnville	Start McMinnville demand-response service hours at 6 AM. Assumes 1 Dial-a-Ride vehicle.	6-30	20.2	130%	-	-	Yes	11,080	300-00	Operations	30.09	Operating Assistance	30.09.01	Operating Assistance	\$0	\$15,000	\$17,000	\$1,700
SL7	3	Long-Term	2021	McMinnville Evening Service	McMinnville	Extend McMinnville local fixed-route service hours to 9 PM (last trips leave transit center at 8:00 or 8:30 PM). Assumes 2 buses (reduced coverage or lower frequency than daytime operation).	6-30	21.1	130%	-	-	Yes	11,080	300-00	Operations	30.09	Operating Assistance	30.09.01	Operating Assistance	\$0	\$78,000	\$80,000	\$8,000
SL7	4	Long-Term	2021	McMinnville Evening Service	McMinnville	Extend McMinnville demand-response service hours to 9 PM; assumes 1 Dial-a-Ride vehicle.	6-30	21.2	130%	-	-	Yes	11,080	300-00	Operations	30.09	Operating Assistance	30.09.01	Operating Assistance	\$0	\$30,000	\$34,000	\$3,400

Notes

- [1] Priority tier is a TDP recommendation, which should be confirmed by the YCTA advisory committee for submission in YCTA's STIF Plan (see *Rank within 100% or 130% list).
- [2] The STIF Plan requires that projects be ranked and allows projects to be submitted at 100% and 130% of projected funding, in order to help prioritize depending on actual funds available. The list and ranking is a YCTA STIF Advisory Committ.
- [3] Assumes productivity based on the ridecheck conducted in April/May 2017; ranges from 13.1 to 15.8 riders per hour on McMinnville local routes and 8.5 to 11.2 riders per hour on intercity routes. Productivity was assumed to be 3 riders per ho
- [4] Transit access within 1/2 mile of fixed-route stops, or within the service area (typically city or cities) for demand-response or flex-route services.
- [5] 10% allowance for administration and planning are included where needed to implement the project.

Bus Detail

STIF Plan Project & Task	Category	Category Description (Lookup)	Activity Type	Activity Type Description (Lookup)	Activity Detail	Activity Detail Description (Lookup)	Quantity	STIF Funds			Federal Funds			State Funds			Other Local Funds		
								2019	2020	2021	2019	2020	2021	2019	2020	2021	2019	2020	2021
1.1	111-00	Bus Rolling Stock	11.12	Buy Replacements - Capital Bus	11.12.03	Bus 30 FT	5	\$0	\$80,928	\$110,115	\$0	\$0	\$960,000	\$0	\$707,072	\$0	\$0	\$0	\$0
1.2	111-00	Bus Rolling Stock	11.13	Buy Expansion - Capital Bus	11.12.03	Bus 30 FT	1	\$0	\$35,809	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1.3	111-00	Bus Rolling Stock	11.12	Buy Replacements - Capital Bus	11.12.04	Bus < 30 FT	8	\$100,668	\$17,905	\$0	\$571,770	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1.4	111-00	Bus Rolling Stock	11.13	Buy Expansion - Capital Bus	11.12.04	Bus < 30 FT	2	\$17,493	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1.5	111-00	Bus Rolling Stock	11.12	Buy Replacements - Capital Bus	11.12.15	Vans	3	\$10,290	\$5,248	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total							19	\$128,451	\$139,889	\$110,115	\$571,770	\$0	\$960,000	\$0	\$707,072	\$0	\$0	\$0	\$0
									\$378,455			\$1,531,770		\$707,072				\$0	
																			\$2,617,297

Above table is summarized from "FY2019-2021 Capital" by STIF Plan Project and Task # (Project.Task). Each task can have the same vehicle category. Some categories can have multiple vehicle makes, e.g., small and large cutaway in the < 30 foot category. Columns A and B need to be entered; additional rows may be needed.

The below table provides the detail. Column A needs to be entered; additional rows may be needed.

Rolling Stock Make and Model Detail

STIF Plan Project & Task	Activity Detail	Activity Detail Description (Lookup)	Activity Type	Activity Type Description (Lookup)	TDP Bus Category	Quantity	Make	Model	Length	Seats	Total ADA	Fuel Type
1.1	11.12.03	Bus 30 FT	11.12	Buy Replacements - Capital Bus	Bus - Medium	5	EI Dorado	EZ Rider II, Low-Floor	30	23	2	Diesel
1.2	11.12.03	Bus 30 FT	11.13	Buy Expansion - Capital Bus	Bus - Medium	1	EI Dorado	EZ Rider II, Low-Floor	30	23	2	Diesel
1.3	11.12.04	Bus < 30 FT	11.12	Buy Replacements - Capital Bus	Cutaway - Large	4	EI Dorado	Aerotech, Low-Floor	21	17	2	Diesel
1.3	11.12.04	Bus < 30 FT	11.12	Buy Replacements - Capital Bus	Cutaway - Large	4	EI Dorado	Aerotech, Low-Floor	21	17	2	Diesel
1.4	11.12.04	Bus < 30 FT	11.13	Buy Expansion - Capital Bus	Cutaway - Small	2	Arboc	Spirit of Independence, Low-Floor	24	10	2	Diesel
1.5	11.12.15	Vans	11.12	Buy Replacements - Capital Bus	Van	3	TBD	Van, Accessible	< 20	5	2	Gas

STIF Plan Project & Task	TDP ID	Project Description	Year	TDP Bus Category	Cat (11.12/11.13)	STIF Category	STIF Vehicle Type Code	STIF Description	Grant Secured?	Source	TDP Projects or Replacement Vehicles	Quantity	Assumed Unit Cost	Total Cost Assumed	Total Funds	STIF	Federal	Other State	Local	Other	% Local	Potential Surplus Funds in Grant	New Grants Needed	Notes	
	CN3	Bus Local Match	2019	Bus - Medium	11.13	Buy Replacements - Capital Bus	11.12.03	Bus 30 FT				2	\$340,000	\$0	\$0							15.00%	\$110,000		Grant shown in 2019
1.3	CN3	Bus Local Match	2019	Cutaway - Large	11.12	Buy Replacements - Capital Bus	11.12.04	Bus < 30 FT	Yes	YCTA 2019 5539 Grant		2	\$140,000	\$280,000	\$390,000	\$58,500	\$331,500					9.31%		\$15,055	Grant shown in 2019
												2	\$85,000	\$170,000	\$17,493	\$17,493						100.00%		\$152,507	Assumed match for 2/4 small cutaways (grant not secured)
1.3	CN3	Bus Local Match	2019	Cutaway - Small	11.12	Buy Replacements - Capital Bus	11.12.04	Bus < 30 FT	No	New Grant Assumed		2	\$85,000	\$170,000	\$17,493	\$17,493						100.00%		\$152,507	Assumed match for 2/4 small cutaways (grant not secured)
1.4	CN3	Bus Local Match	2019	Cutaway - Small	11.13	Buy Expansion - Capital Bus	11.12.04	Bus < 30 FT	No	New Grant Assumed	SN 6.1 Shopper/Medical	2	\$85,000	\$170,000	\$17,493	\$17,493						100.00%		\$89,110	Assumed match for 2 vans (grant not secured)
1.5	CN3	Bus Local Match	2019	Van	11.12	Buy Replacements - Capital Bus	11.12.15	Vans	No	New Grant Assumed		2	\$50,000	\$100,000	\$10,290	\$10,290						100.00%			
1.1	CS1	Bus Local Match	2020	Bus - Medium	11.12	Buy Replacements - Capital Bus	11.12.03	Bus 30 FT	Yes	2018-2021 STIF Enhance Grant		2	\$348,000	\$696,000	\$788,000	\$80,928		\$707,072				10.27%	\$92,000		YCTA 2018-2021 Droopon STIF Enhance Grant (shown in 2020)
1.2	CS1	Bus Local Match	2020	Bus - Medium	11.13	Buy Expansion - Capital Bus	11.12.03	Bus 30 FT	No	New Grant Assumed	SN 1.3/SN 1.4 Route 3/4 Expansion Vehicle	1	\$348,000	\$348,000	\$35,809	\$35,809						10.29%		\$312,191	Assumed match for new grant (not secured)
	CS1	Bus Local Match	2020	Cutaway - Large	11.12	Buy Replacements - Capital Bus	11.12.04	Bus < 30 FT				0	\$143,000	\$0	\$0										
1.3	CS1	Bus Local Match	2020	Cutaway - Small	11.12	Buy Replacements - Capital Bus	11.12.04	Bus < 30 FT	No	New Grant Assumed		2	\$87,000	\$174,000	\$17,905	\$17,905						100.00%		\$156,095	
1.5	CS1	Bus Local Match	2020	Van	11.12	Buy Replacements - Capital Bus	11.12.15	Vans	No	New Grant Assumed		1	\$51,000	\$51,000	\$5,248	\$5,248						100.00%		\$45,752	
1.1	CS1	Bus Local Match	2021	Bus - Medium	11.12	Buy Replacements - Capital Bus	11.12.03	Bus 30 FT	Yes	Existing 5539 Grant, 9/2018		3	\$356,000	\$1,068,000	\$1,070,115	\$110,115	\$960,000					10.29%	\$2,115		YCTA Grant for 3 medium buses, received 9/2018. \$960k = 10.29% match from 5339
	CS1	Bus Local Match	2021	Cutaway - Large	11.12	Buy Replacements - Capital Bus	11.12.04	Bus < 30 FT				0	\$147,000	\$0	\$0										
	CS1	Bus Local Match	2021	Cutaway - Small	11.12	Buy Replacements - Capital Bus	11.12.04	Bus < 30 FT				0	\$89,000	\$0	\$0										
	CS1	Bus Local Match	2021	Van	11.12	Buy Replacements - Capital Bus	11.12.15	Vans				0	\$52,000	\$0	\$0										
Totals													\$3,337,000	\$2,617,297	\$378,455	#####	\$707,072	\$0	\$0			\$204,114	\$923,817		

Each vehicle replacement or purchase will need a Project and Task. The same project is planned for all vehicles. Replacement/expansion vehicles will need separate tasks. Each STIF Vehicle Type Code will need a separate task.

2 vans for SN 6.1 and 1 medium bus for SN 1.3/1.4 are assumed as expansion; all others are assumed as replacement.

Fleet Inventory and Requirements, Existing, Near-Term, and Short-Term

Existing Fleet Status Summary

Status	Active		Fair / Marginal / Poor	TOTAL ACTIVE	Spare		Fair / Marginal / Poor	TOTAL SPARE	Active+Spare		Fair / Marginal / Poor	Adequate / Fair / Marginal / Poor	TOTAL ACTIVE, SPARE, END-OF-LIFE
	Good / Excellent	Adequate			Good / Excellent	Adequate			Good / Excellent	Adequate			
Bus - Large	0	0	0	0				0	0	0	0	0	0
Bus - Medium	0	2	1	3	2	0	1	3	2	2	2	4	10
Cutaway - Large	2	0	0	2	0	0	3	3	2	0	3	6	11
Cutaway - Small	10	0	0	10	0	0	0	10	10	0	0	0	10
Van	0	1	0	1	0	1	1	2	0	2	1	1	4
TOTAL	12	3	1	16	2	1	5	8	14	4	6	11	35
% of Category	75%	19%	6%	100%	25%	13%	63%	100%	40%	11%	17%	31%	100%

Overall

Good / Excellent	Adequate	Fair / Marginal / Poor	TOTAL
0	0	0	0
3	3	5	11
2	3	6	11
10	0	0	10
0	3	1	4
15	9	12	36
42%	25%	33%	100%

Total End-of-Life		
End-of-Life	Total	% End-of-Life
16	36	44%

Required Fleet

Year and Time Frame	Additional Required Fleet	Required Fleet in Service	Active Fleet (incl. existing purchases)	Minus End of Life Vehicles	Plus Vehicles from Existing Grants	Total Fleet Available	Fleet Required with Spares	Net Fleet Requirement	Additional Vehicles to be Purchased	Existing Grants	Local Match Required for Existing Grants	Total New Grant Funding Requirement	Assumed Local Share for New Funds	Total Existing + New Grants	Total Local Match (Existing and New Grants)	Bus Unit Cost
2018 - Existing																
2018 Existing	0	0	0	0	0	0	0	0		\$0		\$0	\$0	\$0	\$0	\$ 450,000
2018 Existing	0	7	3	0	4	7	9	2		\$1,360,000		\$0	\$0	\$1,360,000	\$0	\$ 340,000
2018 Existing	0	3	2	0	2	4	4	0		\$280,000		\$0	\$0	\$280,000	\$0	\$ 140,000
2018 Existing	0	5	10	0	0	10	7	0		\$0		\$0	\$0	\$0	\$0	\$ 85,000
2018 Existing	0	2	1	0	0	1	2	1		\$0		\$0	\$0	\$0	\$0	\$ 50,000
2018 Existing	0	17	16	0	6	22	22	3	0	\$1,640,000	\$0	\$0	\$0	\$1,640,000	\$0	\$0
2019 - Near-Term																
2019 Near-Term	0	0	0	0	0	0	0	0		\$0		\$0	\$0	\$0	\$0	\$ 450,000
2019 Near-Term	0	7	7	3	0	4	9	5				\$0	\$0	\$0	\$0	\$ 340,000
2019 Near-Term	2	5	4	0	4	8	7	0		\$560,000	\$ 83,175	\$0	\$0	\$560,000	\$83,175	\$ 140,000
2019 Near-Term	1	6	10	6	0	4	8	4	4	\$0		\$340,000	\$38,000	\$340,000	\$38,000	\$ 85,000
2019 Near-Term	0	2	1	0	0	1	3	2	2	\$0		\$100,000	\$11,000	\$100,000	\$11,000	\$ 50,000
2019 Near-Term	3	20	22	9	4	17	27	11	6	\$560,000	\$83,175	\$440,000	\$49,000	\$1,000,000	\$132,175	\$0
2020 - Short-Term																
2020 Short-Term	0	0	0	0	0	0	0	0		\$0		\$0	\$0	\$0	\$0	\$ 460,000
2020 Short-Term	0	7	4	0	2	6	10	4	1	\$696,000	\$80,928	\$348,000	\$39,000	\$1,044,000	\$119,928	\$ 348,000
2020 Short-Term	0	5	8	0	0	8	8	0		\$0		\$0	\$0	\$0	\$0	\$ 143,000
2020 Short-Term	1	7	8	0	0	8	9	1	2	\$0		\$174,000	\$20,000	\$174,000	\$20,000	\$ 87,000
2020 Short-Term	1	3	3	0	0	3	4	1	1	\$0		\$51,000	\$6,000	\$51,000	\$6,000	\$ 51,000
2020 Short-Term	2	22	23	0	2	25	31	6	4	\$696,000	\$80,928	\$573,000	\$65,000	\$1,269,000	\$145,928	\$0
2021 - Short-Term																
2021 Short-Term	0	0	0	0	0	0	0	0				\$0	\$0	\$0	\$0	\$ 471,000
2021 Short-Term	0	7	7	0	3	10	10	0		\$960,000	\$110,115	\$0	\$0	\$960,000	\$110,115	\$ 356,000
2021 Short-Term	0	5	8	0	0	8	8	0				\$0	\$0	\$0	\$0	\$ 147,000
2021 Short-Term	0	7	10	0	0	10	9	0				\$0	\$0	\$0	\$0	\$ 89,000
2021 Short-Term	0	3	4	0	0	4	4	0				\$0	\$0	\$0	\$0	\$ 52,000
2021 Short-Term	0	22	29	0	3	32	31	0	0	\$960,000	\$110,115	\$0	\$0	\$960,000	\$110,115	\$0
2022 - Short-Term																
2022 Short-Term	0	0	0	0	0	0	0	0				\$0	\$0	\$0	\$0	\$ 482,000
2022 Short-Term	0	7	10	0	0	10	10	0				\$0	\$0	\$0	\$0	\$ 364,000
2022 Short-Term	0	5	8	1	0	7	8	1	1			\$150,000	\$17,000	\$150,000	\$17,000	\$ 150,000
2022 Short-Term	0	7	10	0	0	10	9	0				\$0	\$0	\$0	\$0	\$ 91,000
2022 Short-Term	0	3	4	0	0	4	4	0				\$0	\$0	\$0	\$0	\$ 54,000
2022 Short-Term	0	22	32	1	0	31	31	1	1	\$0	\$0	\$150,000	\$17,000	\$150,000	\$17,000	\$0
2023 - Mid-Term																
2023 Mid-Term	0	0	0	0	0	0	0	0				\$0	\$0	\$0	\$0	\$ 493,000
2023 Mid-Term	0	7	10	0	0	10	10	0				\$0	\$0	\$0	\$0	\$ 372,000
2023 Mid-Term	0	5	8	0	0	8	8	0				\$0	\$0	\$0	\$0	\$ 153,000
2023 Mid-Term	0	7	10	0	0	10	10	0	1			\$93,000	\$11,000	\$93,000	\$11,000	\$ 93,000
2023 Mid-Term	0	3	4	0	0	4	4	0				\$0	\$0	\$0	\$0	\$ 55,000
2023 Mid-Term	0	22	32	0	0	32	32	0	1	\$0	\$0	\$93,000	\$11,000	\$93,000	\$11,000	\$0
2024 - Mid-Term																
2024 Mid-Term	0	0	0	0	0	0	0	0				\$0	\$0	\$0	\$0	\$ 504,000
2024 Mid-Term	0	7	10	0	0	10	10	0				\$0	\$0	\$0	\$0	\$ 381,000
2024 Mid-Term	0	5	8	0	0	8	8	0				\$0	\$0	\$0	\$0	\$ 157,000
2024 Mid-Term	0	7	11	3	0	8	10	2	3			\$285,000	\$32,000	\$285,000	\$32,000	\$ 95,000
2024 Mid-Term	0	3	4	0	0	4	4	0				\$0	\$0	\$0	\$0	\$ 56,000
2024 Mid-Term	0	22	33	3	0	30	32	2	3	\$0	\$0	\$285,000	\$32,000	\$285,000	\$32,000	\$0
2025 - Mid-Term																
2025 Mid-Term	0	0	0	0	0	0	0	0				\$0	\$0	\$0	\$0	\$ 516,000
2025 Mid-Term	0	7	10	0	0	10	10	0				\$0	\$0	\$0	\$0	\$ 390,000
2025 Mid-Term	0	5	8	0	0	8	8	0				\$0	\$0	\$0	\$0	\$ 160,000
2025 Mid-Term	0	7	11	0	0	11	10	0				\$0	\$0	\$0	\$0	\$ 97,000
2025 Mid-Term	0	3	4	2	0	2	4	2	2			\$114,000	\$13,000	\$114,000	\$13,000	\$ 57,000
2025 Mid-Term	0	22	33	2	0	31	32	2	2	\$0	\$0	\$114,000	\$13,000	\$114,000	\$13,000	\$0
2026 - Mid-Term																
2026 Mid-Term	0	0	0	0	0	0	0	0				\$0	\$0	\$0	\$0	\$ 528,000
2026 Mid-Term	0	7	10	0	0	10	10	0				\$0	\$0	\$0	\$0	\$ 399,000
2026 Mid-Term	0	5	8	0	0	8	8	0				\$0	\$0	\$0	\$0	\$ 164,000
2026 Mid-Term	0	7	11	3	0	8	10	2	3			\$300,000	\$33,000	\$300,000	\$33,000	\$ 100,000
2026 Mid-Term	0	3	4	1	0	3	4	1	1			\$59,000	\$7,000	\$59,000	\$7,000	\$ 59,000
2026 Mid-Term	0	22	33	4	0	29	32	3	4	\$0	\$0	\$359,000	\$40,000	\$359,000	\$40,000	\$0
2027 - Mid-Term																
2027 Mid-Term	0	0	0	0	0	0	0	0				\$0	\$0	\$0	\$0	\$ 540,000

Fleet Inventory and Requirements, Existing, Near-Term, and Short-Term

Required Fleet

Year and Time Frame	Additional Required Fleet	Required Fleet in Service	Active Fleet (incl. existing purchases)	Minus End of Life Vehicles	Plus Vehicles from Existing Grants	Total Fleet Available	Fleet Required with Spares	Net Fleet Requirement	Additional Vehicles to be Purchased	Existing Grants	Local Match Required for Existing Grants	Total New Grant Funding Requirement	Assumed Local Share for New Funds	Total Existing + New Grants	Total Local Match (Existing and New Grants)	Bus Unit Cost
2027 Mid-Term	0	7	10	0	0	10	10	0				\$0	\$0			\$ 408,000
2027 Mid-Term	0	5	8	3	0	5	8	3	3			\$504,000	\$56,000			\$ 168,000
2027 Mid-Term	0	7	11	2	0	9	10	1	2			\$204,000	\$23,000			\$ 102,000
2027 Mid-Term	0	3	4	0	0	4	4	0				\$0	\$0			\$ 60,000
2027 Mid-Term	0	22	33	5	0	28	32	4	5	\$0	\$0	\$708,000	\$79,000	\$708,000	\$79,000	
2028 Long-Term	2028 - Long-Term															
2028 Long-Term	4	4	0	0	0	0	6	6	2			\$1,104,000	\$122,000			\$ 552,000
2028 Long-Term	-1	6	10	0	0	10	8	0				\$0	\$0			\$ 417,000
2028 Long-Term	2	7	8	4	0	4	10	6	6			\$1,032,000	\$114,000			\$ 172,000
2028 Long-Term	4	11	11	0	0	11	14	3	4			\$416,000	\$46,000			\$ 104,000
2028 Long-Term	1	4	4	0	0	4	5	1	1			\$61,000	\$7,000			\$ 61,000
2028 Long-Term	10	32	33	4	0	29	43	16	13	\$0	\$0	\$2,613,000	\$289,000	\$2,613,000	\$289,000	