



Idaho Transportation Department

Public Transportation Division

P.O. Box 7129

Boise, ID 83707

September, 28, 2016

Thank you for allowing the Coeur d' Alene Tribe and Citylink, our award winning public transit service, to apply for the 2016 One-Time Section 5339 funding stream.

The Coeur d' Alene Tribe has been providing excellent public transit bus service since 2004 thanks in great part to support from ITD. We could not provide the public transportation service without ITD and federal transit sums.

Our application is responding to the very real funding needs we have in capital replacement busses for two of our rural fixed routes, the Rural Route and the Link Route. Our Rural Route moves about 61,200 riders annually in Benewah and Kootenai Counties in Region 1 and our Link Route moves about 120,000 riders annually and connects with the Rural Route in Worley, Kootenai County, and moves riders from Worley to the City of Coeur d' Alene, also in Kootenai County.

We desperately need to replace 2 aged, very high mileage busses that operate in the above routes, one with 408,242 miles on it and the other with 425,220. Both mileages are significantly over the recommended replacement figures of similar public transit busses. Replacement of the busses will give CityLink the opportunity to spend less on expensive repairs and prevent continuing en-route breakdowns causing disruption in the routes and allow federal, state and tribal dollars to support needed operations and preventative maintenance needs we have in our system.

Thank you very much for this opportunity to apply for and receive needed capital funds to purchase 2 very needed replacement busses to maintain our popular, (about 181,200 riders annually) Rural and Link Routes of Citylink.

Sincerely,

A handwritten signature in black ink, appearing to read "Alan R. Eirls". The signature is stylized with loops and flourishes.

Alan R. Eirls, Transportation Director, Citylink

Coeur d' Alene Tribe 2016 One-Time Section 5339 Funding Application

Section 1: Demonstration of Need

Demonstration of Need for Public Transportation Funding: (3 page maximum, single sided) Applicants should demonstrate the need for the service/project in their local area.

Background:

The Coeur d' Alene Tribe's Citylink public transportation, (bus) service has been successfully supported and funded by Coeur d' Alene Tribal, Federal Transit Administration, Idaho Transportation Department and Kootenai County since 2004. Two key fixed routes of the Citylink system include our "Rural Route" moving about 61,200 passengers a year to/from the towns of DeSmet, Tensed, Plummer and Worley in Benewah and Kootenai Counties in Region 1 of the State of Idaho, connecting to our "Link Route" at the Tribal resort complex 4 miles north of the town of Worley, Idaho, transporting riders to the Riverstone multi-modal transportation hub in the City of Coeur d' Alene. The Link Route moves about 120,000 riders annually. Both routes move about 181,200 riders annually. From Riverstone, passengers can transfer to 2 Citylink fixed routes, a Kootenai Health bus and a demand response bus that services the Cities of Coeur d' Alene, Hayden, Dalton and Dalton Gardens, Post Falls and Hayden in Kootenai County. Please refer to the number of passengers moved and mileage driven in both routes below.

Rural Route	Number of Passengers Moved Annually
	61,200

Link Route	Number of Passengers Moved Annually
	120,000

The following is a description of data analysis conducted and a discussion of efforts, either qualitative or quantitative that were undertaken to determine our project request and need.

Citylink desperately needs to replace two older, very high mileage busses that operate in both routes. Bus #29, a Ford F-650 Glaval, Concorde 2, has 408,242 miles on it. The second bus we need to replace is bus #57, also a Ford F-650 Glaval, Concorde 2. It has 425,220 miles on it. Both busses have mileage figures significantly over the recommended life span. Cummins engines typically wear out at 400,000-425,000 miles. Our two busses are unreliable due to break downs and very expensive maintenance and repair costs.

Bus #29 has an extensive service and repair history, (1/1/2011-9/22/2016), including blow by or ring problems in the engine and needs engine replacement, multiple wiring problems, fuel cap, motor mount problems, numerous AC problems, broken heaters, sway bar, replaced tires, wheel chair lift problems, broken windows, antifreeze leaks, multiple seat repairs and replacements, loss of power, injector

problems, driveline repairs and replacement, headlights, replaced brakes, replaced shock absorbers, power steering leaks, numerous check engine lights on, numerous repairs to the bus due to collision with a deer, rebuilt front suspension, numerous engine shut downs due to electrical problems, numerous steering assembly repairs, numerous parking brake problems and repairs and a dash board failure.

Bus #57 also has an extensive service and repair history, (1/1/2014-9/17/2016) including numerous check engine lights on, numerous wiring problems and repairs, several replaced starters, several replaced water pumps, replaced front and rear shocks, numerous tire replacements, numerous AC problems and repairs, numerous brake and wheel bearing replacements, battery replacements, antifreeze leaks, numerous engine codes and attendant repairs needed, engine fan problems, no start/no crank problems, deer accident damage to the front end and bike rack assembly, speedometer replacement needed and poor heat in the rear of bus. Please see our service records on both busses included in this application for more detailed information regarding the above.

Another reason we need 2 replacement busses is that public transit passengers count on reliable transportation and timely service, not busses that are unreliable or break down during operations.

The Rural Route bus makes 17 stops per one way trip and 8 round trip runs Monday-Thursday and 9 round trip runs Friday, Saturday and Sunday at 58 miles driven per round trip per day, 7 days a week, 365 days a year or 464 miles a day Monday-Thursday or $464 \times 4 \text{ days} = 1,856 \text{ miles} \times 52 \text{ weeks} = 96,512 \text{ miles}$. The Rural Route also operates 522 miles per day Friday, Saturday and Sunday or $522 \times 3 = 1,566 \text{ miles a week} \times 52 \text{ weeks} = 81,432 \text{ miles driven a year}$. $81,432 \text{ plus } 96,512 \text{ miles} = 177,944 \text{ total miles driven a year}$.

Rural Route Annual Mileage Driven	177,944
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The Link Route bus makes up to 10 stops on each one way run or up to 20 stops round trip; makes 13 round trip runs a day at 60 miles driven per round trip, 7 days a week, 365 days a year or 780 miles a day $\times 365 \text{ days equals } 284,700 \text{ miles driven a year}$.

Link Route Annual Mileage Driven	284,700
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Again, both routes move about 181,200 riders annually.

Bus	Model	Mileage as of late September 2016	Replacement Cost	Drives both routes?
Bus # 29	Ford F-650 Glaval Concorde 2	408,242	\$140,000	yes
Bus # 57	Ford F-650 Glaval Concorde 2	425,220	\$140,000	yes

Based on the above data you can see how quickly our busses accumulate very high mileage and wear out in a very short period of time necessitating their eventual replacement. Based on the above mileage driven, repairs, service needed and ridership, (people that depend on our service) of the two busses we desperately need to replace these 2 high mileage, expensive to maintain busses for the Rural and Link Routes.

Section 2: Project Description

Project Description: (4 page maximum, single sided) Provide a concise project description, specifically detailing the proposed project for which funds are being requested and how the project addresses the scope and objectives of the program. If the project was previously funded by ITD, explain what was funded.

- Include detailed Scope of Work including but not limited to hours of service, counties and cities served (service area), mode, and populations served.

The Coeur d' Alene Tribe intends to purchase 2, 33 passenger, rural operating, fixed route, public transit busses to replace badly worn out, high mileage and expensive to repair and operate busses in our Rural and Link Routes. This project specifically addresses the scope and objectives of the program in that it helps ITD fulfill the grant program purpose:

“The Grants for Buses and Bus Facilities program (49 U.S.C. 5339), makes federal resources available to states and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.”

Program Priorities:

1. Capital for Existing 5311 Operators

Our project supports ITD's strategic mission of “Your Safety, Your Mobility, and Your Economic Opportunity”, the Public Transportation Office working to promote the success of all public transportation options throughout Idaho.

Grant programs such as this Section 5339 One-Time opportunity, are critical to ensuring that public transportation options of all kinds are available in Idaho.

Riders on our Rural Route can board a bus at the Coeur d' Alene Tribe's resort destination 4 miles north of the City of Worley in Kootenai County or any of the 3 stops in DeSmet, Idaho , the City of Tensed, 7 stops in the City of Plummer, (Benewah County) or at Worley City Hall. Riders on our Link Route can board a bus at the Coeur d' Alene Tribe's resort destination 4 miles north of the City of Worley in Kootenai County, Elder Road, Fighting Creek or Mica Grange or the Riverstone complex in the City of Coeur d' Alene in Kootenai County, where they can transfer to 2 fixed route busses, a Kootenai Health bus or a demand response-paratransit Citylink bus, their bicycle, their private vehicle or taxi and arrive at a myriad of locations in Kootenai County. Please refer to route schedules and stop information for our

Rural and Link Routes attached in our application for more information. There are scheduled stops as well as “flag” stops, (riders call us for an unscheduled pick-up) in both routes.

Our Rural and Link routes have been continuously and successfully funded with Section 5311 and Section 5316 grant funds awarded from ITD starting in 2004, along with appropriate match amounts from the Coeur d’ Alene Tribe. Most of the funding from FTA and ITD we have received has been for capital, (bus) purchases, needed operational expenses and preventative maintenance needs for busses. Awarding the Tribe grant sums to continue these routes by purchasing 2 desperately needed busses to replace very high mileage, expensive to operate and maintain busses, is necessary for Citylink and the Tribe to continue a great public transit service that moves about 181,200 people in both routes to many destinations in Benewah and Kootenai Counties in Region 1.

The needed replacement busses will include installed racks for bicycles, attractive “wrap” on the exterior of each bus, passenger seatbelts and needed radios for communication with the Tribe’s dispatch.

The replacement busses we need operate in rural Benewah and Kootenai Counties. Our Rural Route connects riders to/from the towns of DeSmet, Tensed, Plummer, (Benewah County) and Worley, (Kootenai County) and connects to the Link Route at the Tribal resort complex 4 miles north of the town of Worley, taking riders to the Riverstone transportation hub in the City of Coeur d’ Alene in Kootenai County. The Link route includes daily round trip runs to and from the Tribal resort complex in Worley, Idaho taking riders to the multi-modal and soon to be built Riverstone transportation hub in the City of Coeur d’ Alene.

- Discuss rider origination and destination location.

Rural and Link Route Rider origination and destination locations:

Daily hours of service for the Rural Route include the earliest departure time of 5:20 AM from the Tribe’s resort complex to the latest arrival time of 1:35 AM back at the resort complex. Please refer to the attached Rural Route schedule card, route map and system contact information included in our application for additional information.

Daily hours of service for the Link Route include the earliest departure time of 5:40 AM from the Riverstone transit site in the City of Coeur d’ Alene to the latest arrival time of 1:10 AM at Riverstone. Please refer to the Link Route schedule card, route map and system contact information included in our application for additional information.

Citylink records, maintains and shares daily ridership information by passenger category. The categories include seniors, senior wheelchair, senior persons of disability, students aged 6-18, students aged 18 and up, student wheelchair, general population, general population wheelchair, persons of disability ambulatory and employee. Monthly summaries and graphs of ridership by passenger category are created for reporting purposes.

Section 3: Project Planning

Project Planning and Coordination: (3 page maximum, single sided) In this section, the applicant should describe how the proposed project was developed and demonstrate that there is a sound basis for the project and that it is ready to implement if funded.

- Describe how it meets the needs of the service area identified in detail, and describe the Project Development Process
- Describe coordination with local stakeholders on project development
- Provide detailed project timeline and milestones for project delivery
- Provide required NEPA worksheet if applying for a capital grant that will be “moving dirt”
- Staffing Levels
- Labor Unions
- Coordination and inclusion with Minority and Low-Income Populations

The Coeur d’ Alene Tribe’s Rural Route started out as an ITD Section 5311 and Tribal funded project in 2004 providing needed transportation for people living on the Tribal reservation in Benewah and Kootenai Counties in Northern Idaho, principally to get to/from towns and sites on the reservation. It still serves that purpose as many students, elders and employees on the reservation do not operate private vehicles and use Citylink transit as their primary mode of transportation. Riders use the Rural Route bus to get to/from work, home, post-secondary school, restaurants and the grocery store, post offices and medical services in Plummer, Idaho. The Rural Route project development process started in 2000 with public surveys which identified the need to start and maintain the service. Stops and schedules are continuously reviewed and revised to meet ridership expectations. The Rural Route demonstrates a sound basis for continuance due to its ridership of about 61,200 riders annually.

The Tribe’s Link Route started in 2005 connecting the Tribal reservation and the small urban areas in and around the City of Coeur d’ Alene and Kootenai County, north of the Tribal reservation. Riders use the route to connect to the Riverstone complex, transfer to 2 fixed routes, a Citylink or Kootenai Health paratransit/demand response service, bicycle, personal vehicle and or taxi service. Many employees and the general public use the Link Route to get to/from work and home as the reservation does not offer amenities that they need such as housing, shopping, employment, certain types of medical care, restaurants, post-secondary schooling offered in the City of Coeur d’ Alene, the arts and entertainment. The Link Route project development process started in 2004-2005 with public input driving the need to start the service. Stops and schedules have continuously been revised to meet ridership expectations since then. The Link Route demonstrates a sound basis for continuance due to its ridership of about 120,000 riders annually.

The Coeur d' Alene Tribe coordinates with stakeholders starting the Rural Route with a potential ridership survey and continuously responding to rider, business, bus stop, community and organization requirements, comments and requests for both routes. Comment cards are available to all riders to fill out and get back to Citylink administration. Anyone can call or email CityLink about any concern 24/7. We pay for, publish and deploy, (to various concerns including helping agencies) "rack cards" about bus routes and stops, schedule times, route maps and system contact information, develop numerous reports for stakeholders and funding entities including the Coeur d' Alene Tribe, Kootenai County, Kootenai Metropolitan Planning Organization, the National Transit Database (NTD), the Federal Transportation Administration, (FTA) and of course, ITD; attend and serve on regional metropolitan planning and other transit related meetings and conduct the routes based on the needs and interests of ridership, funding available and stakeholder organization requirements.

The 2 replacement busses for the Rural and Link Routes will take about 6 months to get ordered and delivered. We anticipate getting approval from ITD to secure the needed funds for the busses and Tribe by March, 2017 after the ITD board approves projects. We will publish previously developed bid information in newspapers, get contract specifications to prospective bidders and select a vendor to build and deliver the busses between March-April, 2017. The vendor will probably take from April, 2017 to October, 2017 to complete the order and deliver the busses to the Tribe. Licensing and other preparation time will take an additional 2 weeks. We anticipate that both busses will be operational on both routes by November, 2017.

Due to the nature of our request, there will be no NEPA work involved in this project.

Citylink has one manager, primarily responsible for overall operation of a 6 route public transit bus system. The manager completes and submits numerous reports and creates employee scheduling, approves all service and payment requests, manages all budgets and performs most personnel matters. Citylink has one assistant manager primarily attending to maintenance, service and repair of busses and interfacing with vendors, suppliers and repair services and our mechanics. We also have one clerical staff, 3 mechanics and 22 full and part-time drivers. Drivers work in a private Tribal as well as our public transportation operations. Purchasing and operating the 2 busses will not change our staffing levels at Citylink.

Citylink does not operate within the reality of union labor or organizations. Neither, that we know of, do the operators that may connect with our public transit system or the contractor that will provide us the busses.

Coordination and inclusion with minority and low-income populations is a given within our "Citylink" system. We purchase and distribute "rack cards" that have contact information about our system, maps and bus schedules and stops of all of our routes to many riders, social service, helping and public entities so they can share that with participants of their programs. We advertise the system as possible. We offer a public web site; language interpretation and telephone numbers people can access giving information about our system, busses, schedules and service.

The Coeur d' Alene Tribe and Citylink public bus transit service are minority owned and operated enterprises. We serve many members of minority groups and low-income riders. Many of the riders of the Rural and Link Routes we operate are members of the Coeur d' Alene Tribe or Native American persons. Many riders are low-income persons as well. The FTA Section 5311 funding program establishes public transit, in large part, for limited income persons so they can have the opportunity of transportation at a reduced cost. The Coeur d' Alene Tribe takes that further by voluntarily eliminating a fare charged to riders. We intend to contact ITD about any minority owned organizations listed with ITD as disadvantaged business enterprises, (DBE) regarding our bus purchases. The Coeur d' Alene Tribe also has a contractor, (Disadvantaged Business Enterprise or DBE) list of minority owned business organizations that do business on the Tribal reservation.

Section 4: Project Benefits

Project Benefits: (3 page maximum, single sided) in this section applicants should identify expected project benefits, including basic goals and objectives for the project. Applications should address how the project will:

- Improve efficiency or increase ridership;

The goal of this project is to provide rural public, (bus) transportation. The goal's objective is to purchase and utilize 2 new busses by December 2017, replacing 2 aging, high mileage and expensive to maintain and operate busses in 2 rural fixed routes we operate. Project benefits from purchasing 2 busses directly relate to continued operations of our Rural and Link fixed-route services insuring continued operation of both routes, providing quality public transit to over 181,200 riders per year.

The efficiency of operating new busses vs. aged, high mileage units is well known. Costs of fuel, repairs and service will be greatly reduced increasing the value of federal, state and local sums. More road time for busses vs. down time in the shop for repair and service will be a reality meaning fewer busses need to be operational significantly reducing capital and other program costs. Riders will be impressed with new, clean and efficient busses on the routes making the transit experience second to none. New busses may even translate to more ridership because the busses are new and attractive. And, as the Tribe increases its business success, (it is one of the largest employers in a two county area in North Idaho), it is able to afford match sums for public bus service, maintain existing employees, (about 1,800 at current numbers), hire more employees and reliably move passengers via our Citylink public transit system.

- Improve safety;

Safety increases on both routes will dramatically increase with the purchase and use of 2 new, replacement busses because we are moving more people per vehicle vs. single occupancy vehicles. There is less road, highway and bridge repair needed when people use public transit vs. personal vehicle operation. Additionally, there will be much less carbon related emissions from new public transit busses vs. older, high mileage and less restrictive emission busses due to the more restrictive federal standards, requirements and equipment on new busses and because newer busses emit fewer carbon based emissions due to their condition. That translates to better air quality and a healthier environment.

Operation of public transit busses equates to fewer owner occupied vehicles on the road meaning there will be less opportunity for crashes and fewer emissions. Qualified professional drivers operating public transit busses reduce the potential for accidents, property loss and injuries. Finally, new busses are much less likely to break down causing expensive delays in routes, attendant frustration of riders and potential hazards on the road.

- Improve mobility;

Public transit use translates to improved mobility for many people. It greatly enhances passenger access to safe, affordable, reliable transportation. It reduces the number of vehicles on the road. It decreases costs associated with road, highway and bridge repairs and maintenance because fewer vehicles will be operating on them. And, especially in the case of our Link route, affords seamless transfer of riders and several modes of transit, including bus to bike and pedestrian, personal vehicle, nearby trail use, nearby shopping, dining, medical office, theatre and retail store access as well as fixed-route, demand response and paratransit transfer to a myriad of other destinations in Kootenai County, one of the fastest growing small metropolitan areas in Idaho.

- Support local economic development and expand economic opportunity

The United States Department of Transportation, Office of the Assistant Secretary for Research and Technology, Bureau of Transportation Statistics, published figures (assuming 15,000 vehicle miles driven per year), that the average cost of owning and operating an automobile in 2014 was \$8,698. That equates to about .58 cents a mile in cost. If the Rural and Link Routes drive 462,644 miles a year, at the same cost per mile, (as an example) that equates to the public saving \$268,333 annually in auto expenses and less road, highway and bridge repairs, maintenance and upgrades needed due to the vehicles not being driven. That equates to a significant economic benefit to the public due to our operating both routes and much less automobile use and increases the likelihood that ITD's and local highway districts funding can address the costs of highway, road and bridge projects.

As the Coeur d' Alene Tribe increases its business success in rural Kootenai and Benewah Counties, it is able to afford match sums for public bus service and hire more employees and move them via public transit to and from the reservation, employment and in many cases, their home communities. Public transit translates to improved economic development and expanded economic opportunities. Many people that are employed in our region count on public transportation to stretch their incomes. Our region is a well-known tourist destination. Many of the employment positions in our region are relatively low paying, part-time, recreation and tourism oriented; dining, services and retail positions. These employees have to pay rent, utility payments, education, child care and other costs but have limited incomes. Expensive personal vehicle transportation costs, (initial purchase or lease payments, insurance, fuel, maintenance, repairs and registration fees) severely impact limited income people. If the Coeur d' Alene Tribe can continue to provide quality, safe, dependable, comfortable, fare free public transportation, we will meet our above goal and help a significant percentage of the riding population we serve by freeing up transportation costs to and from home and work and more, towards other pressing needs they have. This translates to a better prepared, capable work force managing family

expenses on a limited income, maintaining employment and helping to keep their employers in business; a cycle of success that is the basis for a healthy economy. As our North Idaho region grows in population, we need to provide transportation options, especially for low-income persons, fixed income seniors and increasingly students attending post-secondary schools with programs and campuses on and near our fixed route service including North Idaho College, University of Idaho, and Lewis and Clark State College. Citylink will continue to do this.

Section 5: Project Service/Evaluation

Project Service and Evaluation: (2 page maximum, single sided). In this section applicants should describe the methodology that will be used to measure and evaluate the project and determine the project's value to the community.

We will measure, evaluate and determine the project value by providing public transit service to about 181,200 riders annually as evidenced by ridership records.

- Describe how the applicant intends to evaluate success of the project. Include in the description what data will be collected and relevant to the specific measures.

Success of this project will be governed by the addition of 2 new, replacement 33 passenger busses in our Rural and Link Routes maintaining public transportation to about 181,200 riders per year. We will continue to track daily ridership by route, by rider category, maintain accurate mileage and fuel summaries, costs of all aspects of the system and be able to see the positives of operating new busses vs. high mileage, expensive to maintain, repair and operate busses. We will report to ITD the successes of our shared purchases in monthly and annual grant and operations reports including all relevant and specific measures. We develop and submit various, (ridership, mileage, fuel, grant, budgets/spending) reports to FTA, ITD, NTD, our metropolitan planning organization and the Coeur d'Alene Tribe.

- Describe how community information and continuous input will be used to evaluate the project's value.

Citylink drivers offer information and comment cards to riders. Comments and or complaints and incident reports are continuously reviewed and addressed on a daily basis. Ridership and costs of the system are two figures we monitor closely. The value of replacing aged, high mileage, expensive to operate and maintain busses will be evident in reduced costs to operate busses, maximizing federal, state and Tribal funds, much less likely vehicle break downs causing expensive repairs and frustrating delays for riders, their possible loss of work hours and having to reschedule appointments. And people will be more open to opt-in to the bus system and use it as they identify with Citylink as a positive, well-appointed experience with new, attractive busses in operation.

- Expecting the project under this grant to be successful, describe how the agency plans to sustain the service/project after the end of the grant period.

Citylink is a valued partner with FTA, Kootenai County and ITD providing quality, award winning, public bus transit service. Citylink is the only Tribal and county cooperative public transit system in the United

States. Of course we can't do what we do without FTA, ITD and local funding streams. Purchasing 2 busses to replace expensive to maintain, high mileage busses in our Rural and Link Routes serving about 181,200 riders annually is a necessity when you consider that we operate the Rural route at 177,944 miles and the Link Route at 284,700 miles annually. Both of these figures mean that the Coeur d' Alene Tribe has to replace a bus on each route in a little over a 1 year time frame. That's not the case with our busses as the funding simply is not there to do that. So, we spend inordinate sums to maintain and repair high mileage busses. Fortunately, this one-time Section 5339 application and funding is available and we can actually save significant funds in maintenance and repair by purchasing and operating 2 needed busses in the Rural and Link Routes. The Coeur d' Alene Tribe does what we have to do to maintain these two critical rural routes for the public's best interests. The match and over match funds required to maintain the fleet and transit service are paid exclusively by the Coeur d' Alene Tribe. The Tribe has maintained this valuable funding stream and attendant public transportation since 2004 and will continue to do so as long as it is possible to do that. This effort, coupled with FTA and ITD funding means that the Tribe will continue to operate safe, efficient, effective and reliable public transportation into the future including the purchase of replacement busses as the funding becomes available. We do our best to maintain an ever aging fleet and it is the biggest problem that we have to solve. Securing 80% funding to replace two expensive to maintain, high mileage busses for our popular Rural and Link Routes is a blessing and sincerely appreciated by Tribal Council, Tribal membership, the riding public, our partner in public transit, Kootenai County and the employees of Citylink. Limlemtsch, or, Thank you ITD, very much, for your continued support.

Section 6: Project Budget

See Attachment A for the Project Budget Request template, Scope of work, federal and match rates.

Our application also includes a cover letter from Alan Eirls, our Transportation Director, letters of support for our application and project, service records on bus #57 and bus #29, and copies of "rack cards" including the Rural and Link Route schedules, maps and Citylink contact information.

Fiscal year 2016 Project Budget Request

Subrecipient	Coeur d' Alene Tribe, DBA, Citylink
Agreement Term	October 1, 2016-September 30, 2017
Contact Name	Alan R. Eirls
Address	P.O. Box 236, Worley, ID 83876
Phone Number	208-769-2600 ext. 7291

FTA Grant	AN 80/20		OP 57.5/42.5		PM 92.66/7.34		CP 80/20	
	Total	Match	Total	Match	Total	Match	Total	Match
5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$224,000	\$ 56,000.00

Total Project Cost	\$ 224,000.00	Total Match Needed	\$ 56,000.00
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Scope of Work

The Coeur d' Alene Tribe will replace 2 buses in 2 fixed routes we operate, the Rural and Link Routes serving Benewah County and stops in the communities of DeSmet, Tensed and Plummer and Kootenai County serving stops in the community of Worley and the Coeur d' Alene Tribe's resort destination location, 4 miles north of Worley extending to the Riverstone complex in the City of Coeur d' Alene also in Kootenai County. The 2 buses we need to replace have very high mileage on them, (408,242 and 425,220). They break down often causing route delays and rider consternation and necessitate expensive repairs and maintenance costs. Both buses have surpassed replacement mileage according to Altoona testing and FTA requirements. The budget for the needed 2 new, replacement buses includes \$134,000 per bus with bike racks, dedicated wheelchair seating, access and lift and seatbelts, \$5,000 for a "wrap", or exterior printing on each bus and \$1,000 for a radio communication system installed. Each bus will cost \$140,000 x 2 buses equals \$280,000.

Alan R. Eirls
Subrecipient Printed Name



Subrecipient Signature

9/20/2016
Date

Office of the Mayor
Steve Widmyer



September 15, 2016

Idaho Transportation Department
3311 W. State Street
P.O. Box 7129
Boise, Idaho 83707-1129

RE: Letter of Support – Coeur d'Alene Tribe

To whom it may concern:

It is my understanding that the Coeur d'Alene Tribe wishes to apply for funding from the Idaho Transportation Department to secure two public transit busses to replace very high mileage, aged and expensive to operate and maintain busses in their Rural and Link Routes of Citylink.

The Tribe's Rural Route connects riders and stops on the Tribal reservation and transfers them to the Link Route which brings people to the City of Coeur d'Alene and back to the Tribal reservation. This transportation allows people to connect with the many services available in Coeur d'Alene and the Tribe's recreation destination 25 miles south of the city – a very important employer in our region. I know that the Tribe's public bus service is a tremendous asset to our city.

Please fund their application and project. Thank you.

Sincerely,

Steve Widmyer
Mayor





KOOTENAI COUNTY

BOARD OF COMMISSIONERS

DANIEL H. GREEN • MARC EBERLEIN • DAVID STEWART

September 29, 2016

Idaho Department of Transportation
Public Transportation Program
P.O. Box 7129
Boise, Idaho 83707

Dear Sirs:

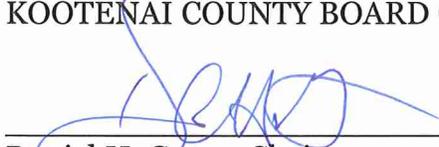
This letter is written in support of Coeur d'Alene Tribe efforts to obtain necessary grant funding to benefit the Citylink bus system. We understand it is their intention to apply for Section 5339 funds for the purchase of two fixed-route buses to serve the Rural and Link routes of Citylink. Kootenai County is proud of our partnership with the Tribe, which allows these routes to connect the Tribal transit system with the neighboring transit system in the Coeur d'Alene urbanized area, creating a corridor of access for employment and educational opportunities.

The Board of Commissioners wish the Tribe well in their application for funding to maintain Citylink Rural and Link Routes and we encourage the Idaho Transportation Department to approve the Tribe's application for funds in support of this endeavor.

We appreciate the Tribes' efforts in this important work and their continued efforts to help make Kootenai County a better place to live.

Sincerely,

KOOTENAI COUNTY BOARD OF COMMISSIONERS



Daniel H. Green, Chairman



Marc Eberlein, Commissioner



David Stewart, Commissioner



PANHANDLE AREA COUNCIL, INC
11100 N Airport Drive
Hayden, ID 83835-9798
(208) 772-0584
(208) 620-2313 FAX
www.pacni.org

October 11, 2016

Idaho Transportation, (ITD)
Public Transportation Division
P.O. Box 7129
Boise, ID 83707-1129

RE: Letter of Support-Coeur d' Alene Tribe-Citylink

To Whom It May Concern:

The Panhandle Area Council (PAC) supports the Coeur d'Alene Tribe's funding application for 2 public transit busses from the ITD 2016 One-Time Section 5339 funding stream. The Tribe owns the Citylink public transit service, with approximately 181,200 riders annually in the Rural and Link Routes in Benewah and Kootenai Counties. The Tribe is a member of our PAC board of directors, who help make funding decisions for area businesses, and work with governments to improve the economic conditions of North Idaho.

It has been brought to our attention that funds are needed to replace two aging busses. The Tribe's Citylink public transit service is fare free and allows a significant number of people opportunities to move about in our North Idaho area at no cost to the rider. This helps lower income riders to spend limited incomes on other needs. The Citylink system allows the low income to keep jobs, attend post-secondary school, and get to medical appointments, shopping and more.

Thank you very much for supporting Citylink. Please feel free to contact me if you should have any questions.

Sincerely,



L. Wally Jacobson
Executive Director



City of Coeur d' Alene
City of Post Falls
City of Hayden
City of Rathdrum
Coeur d' Alene Tribe
East Side Highway District
Idaho Transportation Department
Kootenai County, Idaho
Lakes Highway District
Post Falls Highway District
Worley Highway District

Cooperatively Developing a Transportation System for all of Kootenai County, Idaho

October 17, 2016

Idaho Transportation Department
Public Transportation Office
P.O. Box 7129
Boise, Idaho 83707

Subject: Support for Coeur d' Alene Tribe's application for bus replacement funding

Dear Mr. Bathrick,

It has come to my attention that the Coeur d'Alene Tribe is applying for funding through the Idaho Transportation Department in order to replace two fixed route public transit busses that operate on the Citylink Rural and Link routes. I understand the existing vehicles have very high mileage and maintenance issues will continue to grow if they are not replaced.

The Tribe's Rural and Link bus routes provide essential life line connections for riders to stops on the Tribal reservation in Benewah and Kootenai Counties. Using these routes riders can also transfer to the Urban Citylink system in Coeur d' Alene. From Coeur 'd Alene, riders can transfer to two fixed route busses that can take them to a myriad of stops in the Coeur d' Alene and surrounding areas or transfer to a Kootenai Health or paratransit bus. The Tribe's fare free public bus service is a tremendous asset to our region, and supported through ongoing funding by the Tribe.

The Tribe is an active participant in KMPO transportation planning activities and a member of the KMPO Board of Directors.

KMPO fully supports the bus replacement funding sought by the Coeur d' Alene Tribe in order to continue providing for the safe and reliable transportation of passengers in our region

Sincerely,

Glenn F. Miles
Executive Director

KOOTENAI METROPOLITAN PLANNING ORGANIZATION

250 Northwest Blvd, Suite 209 Coeur d' Alene, ID 83814
1-208-930-4164 website: www.kmpo.net

Service Records

Bus #		C			D
A	B	Bus 57 Repairs			Part #'s
Date	Mileage				
1/1/2014					
12/10-18/2013	2640	wired in the wig way lights raised the exhaust system. Lubed the back door. Installed the upper			
12/20/2013	2743	emerg exit stickers on windows and cilic right sign. Put rear stickers on bus			
1/5/2014	12029	installed the lic plate bracket and light			
		LOF. Replaced L/front sway bar bracket			
1/16/2014	17234	installed winter front. Adjusted wemerg window latch loose. Squeek in the front end, found front			
		shock loose thghtened.			
1/27/2014	22872	LOF. Checked and tightened hose clamps. Put drivers seat arm rest back on. Fixed rattels on lift			
		and doors			
2/6/2014	29168	replaced door switch. Repaired engine heater plugin used new one			
2/6/2014	29167	replaced kobota key switch			
2/14-15/2014	34696	LOF. Both fuel filters. R&R both wiper blades with new winter ones. Replaced emerg exit sticker			
		rear door. Made two new mud flaps for front of bus. Fixed cariage bolt in drivers L/ side outside			
		mirror. Tightened passenger mirror			
3/18/2014	40886	symptoms check engine light on. Failed shorted OEM electrical imo24 5403-knox b977890 filled			
		out. Jsa collected unit info made image and disk found active 2555 grid heater fault noticed new			
		starter just installed. Found wires to grid heater relay broken, repaired wires still no power to relay,			
		informed supervisor.			
		check engine light is on, faulty intake air heater solenoid verified concern cumming pulled DTC for			
		intake air heater circuit. Ran electrical diagnosis, found intake air heater solenoid replaced solenoid			
		and retested all ok. Check and repaired engine will not turn over towed in failed starter. replaced			
		starter all ok. check and advise starter not getting power. allison transmission module. test verify no			
		crank no shift indicator light removed dash trim panel to access and test add on. interlock out			
		system add powers and circuits test good. removed wire add to oe transmission citcuit still wont			
		crank hook. performed pinpoint test removed kick panel r-h side to access and test found no			
		ground input form trans module to starter cut out relay, jumped relay and truck starts. need to to			
		allison for further repairs and no parts can be ordered thru ford. diag only and hooked up jumper			
3/28/2014	40864	circuit to get to start. so truck dont have to be towed to allison shop			
3/29/2014	40943	replaced booster pump old one leaking from weeping hole. Replaced R/side sway bar bracket			
		LOF. Replaced external transmission filter. Tightened heater hose at espar. Checked and found to			
4/7-8/2014	46315	signal to back up lights relay sending to ford. Tightened up emerg latches			
4/26/2014	57731	LOF. Replaced sec fuel filter. R&R L/side middle turn signal light. Rotated front tires T-480			
		LOF. Tightened seeping rear fuel filter. Tightened heater hose clamps at espar heater. Replaced			
		wiper blades. Checked for inop front a/c system. Found no signal from switch. Tightened			
		passenger mirror brakcet. Rehung first aid box. Flushed and lubed side cover latches. replaced all			
		4 rear tires with good runouts, torqued. tightened all loose emerg exit windows latches. reglued			
5/16/2014	69202	peeling wheel chair signs.			

Service Records

Bus #

	A	B	C	D
16	5/30/2014	78538	LOF, tightened the thermostate hose clamp and topped off coolant. Tightened the loose bike rack magnets. Made an upper radiator hose bracket and panted it. Replaced the broken one. Replaced the front tires, air them up and torqued them. Removed the falling out left rear upper hand rail anchor. cut old rivits out and rivits to the seiling.	
17	6/11-13/2014	86520	LOF. replaced both front and rear fuel filter. Drained P/S fluid from the reservior and the system refilled. No filter change, R&R rear brake pads check rotors they are good. Removed the loose passenger door exterior cylinder and panel. Tightened and reinstalled. Repaired the loose right side panel. R&R and torqued the rear tires put on runouts. removed the air cleaner housing and its bracketry. removed the CCV cover. replaced the filter and reassembled. checked the front passenger door, not closing all the way due to the door being kicked. adjusted the door. cleaned graffiti from seats and walls. replaced the bad DEF door latch.	
18	6/26/2014	95882	LOF, R&R rear tires with new recaps. Torqued rear tires. Replaced the broken upper radiator hose bracket. Tightened the loose bracket at the L/rear of the trasmission. Replaced the missing rear emerg. Door latch and lubed the door rods.	
19	7/3-15/2014	99474	Check signal at the bus bar. Circuit not grounding in the rear. Recovered evacuated and recharged the main a/c system. Disassembled the rear a/c unit. Checked for a signal and ground at the back. both good. traced signal through both switches and the thermostate. found the upper pressure switch bad. replaced the upper switch with a used one. reconnected the removed a.c lines in back installed the lower pressure switch and connected both switches and thermostat, evacuated checked for leaks. recharged and checked operation. good. traced the signal wire from the main a/c relay back to the control head. disassemble the center dash to access the conector behind the a/c control. backprobe the wires to find an a/c signal. no signal found. removed the control head and installed a good one. one removed from bus 29. remove trim up from fubbing. right rear a/c drain hose covered. removed and trimmed up the door switch cover for the rear emergancy door. checked a/c signal at bus bar. now there is a signal. but still noi a/c main. attached a/c machine to check readings. no pressure. recivered the refergerant. started to recharge. found a hole in a pressure line. removed the line and replaced it with one off of bus 60. tested main a/c system. checked pressure reading found high pressure running so high 450psi. that it was shutting the system down. check condenser motors. they wernt running. traced the signal through the bus bar to the motors. found the main terminal bracket out of the conector. repaired the conector. blew out the upper a/c unit evaporator. checked the upper a/c unit mounting fasteners torqued. they are good	
20	7/18/2014	100246	checked for condenser motor staying on. Replaced the condenser relay.	

Service Records

Bus # _____

A	B	C	D
		LOF. Drained and refilled the differential. Removed both front brake pads and calipers hub/ rotors. Assembled bearings and seals. Cleaned and inspected the bearings, cleaned other parts, installed bearings into the hubs and reassembled. Replaced both front and rear shocks. checked for a reason why the condenser motor circuit breaker keeps tripping. checked amp flow, initial on ranges from 47a to 62a. steady usage at 23a. feel the problem is due to constant clutch cycling. check running pressure low pressure to flow. recover to verify refrigent amount add back in and slowly added more to bring flow pressure up. did not come up by 2 psi. replaced the governor. reassembled the interior panels. removed to visually inspect the aux a/c hoses. reassembled the rear upper a/c unit to put on line	
21	7/28-8/22/2014	105879	
		LOF. changed both fuel filters Total transmission flush. Serviced left side front hud due to board not up to date. T-480 coolant -40. front and rear brakes 70%. Replaced single battery and other two tested good. Replaced L/rear frnder brack. Plugged setup and info switches back in. sealed lower half of windows on reader board. rotated front tries. T-480	
22	9/7-9/2014	115826	
		LOF. Replaced bike hold down arm hinge broke. Buffed off black marks on L/front fir=ender. Found small leak off antifreeze on right side of heads. Tightened fitting and stopped leak. Pressured tested at 19" no leak.	
23	124971	9/24/2014	
		much and blowing circurt breaker. Then evaluated . Cust supplied part open circuit in rear pressure. Circuit loose ground to front condenser fans and open in blue wire to front condition at 2 wires connection plus front and rear dryers and both expansion valves at rear evaps. correction test and verified found both compressor inop fans no coming on testsystem. psi both charged cust brought in expansion valve for rear. but has 2 plus rec both dryers a condenser other bus had same concern and they fixed it. recoveded freon front and rear. installed both rear evapor core expansion valve in ouerhead unit installed both dryers at side condensers front installed ok rear was rusted solid unable to get off top line had to soak overnight and heated up next day got turn bearily had to block up line with 2x4 to not break or bend. condenser line as was able to work off connection fitting cleaned threads and instlled new dryer evac and recharged system rerun both comperssor inop traced down to open ground circuit if you ground relay compressor both turned on. traced to poor conection in rear evac psi switch plugged in but not seated. fixed connection retested rear unit condensor ok front worked ans then pans stop traced down to poor ground at frame.also at same location 2 pins red and blue wire pulled out of terminal end cleaned and tightened ground. retested system all fuctions working normal and cooling in front and rear	
24	125015	10/30/2014	
25	125059	11/1/2014	
26	135038	11/15/2014	
27	144754	11/29/2014	
28	146875	12/3/2014	
		replaced both front tires with new tires T-480	
		LOF. Changed rear oil filter only. Trimmed braces on lower rad hose to keep from rubbing	
		LOF. Moved headlight wires on front of hood	
		put new relay on firewall	
		replaced the CCV filter and cleaned the exhaust pressure sensor. Replaced 4 clamps on tail pipe tip. Tightened grip bars on chair lift. Replaced screws in rear porch light. Tightened latch on R/rear emerg window	
29	146876	12/9-10/2014	

Service Records

Bus #	A	B	C	D
			check engine light on with derate. Pulled unit into the shop connected up to insite. Unit has fault code 1922 and 3383. put in the analyzer tx 1922 first as per dsid number dsbgh1149 found the dpf plugged snap test no excessive black smoke, cleaned the dpf was 5.6 in hg, got all the way down to 2.8 in hg. t/s 3383 found port in the intake mixer plugged had to remove the air intake piping. removed the cac pipe and egr cross over tube for access. removed the mixer cleaned the port cleaned out the egr valve. reassembled. installed the dpf and doc after cleaning had to clean out a partial blockage in the decomp tube. updated the ecm calibration from dt90061.08 to dt90061.15 sent successfully sent template to the ecm. reset after treatment pulled unit out of the shop and ran through a regen. complete regen all faults inactive, made job image and parked truck.	
30	146957	12/11/2014	LOF. Changed both fuel filters. Put winter front on. Adjusted stops on interior limit switch. Sealed seam above windshield at the body.	
31	153927	12/22/2014		
32	Date 1/1/2015	Mileage	Bus 57 Repairs	Part #'s
33	1/4-14/2015	162959	LOF. Changed outside transmission filter only. Repaired wore for right side light	
34	1/10/2015	167072	replaced rear tires with new recaps. T-450 replaced front tires T-450. set toe in.	
35	1/17/2015	171846	LOF	
36	1/3/2015	636827	replaced 2 lug nuts on right rear and torqued all wheels to 400lb	
37	1/25/2015	178795	checked for ABS light being on. Check and recorded the code check the abs fuse and event relay both good, visually check the connection appears ok. Seated all the sensors. Disconnected right rear wheel sensor found pins corroded cleaned the pins and reattached covities. ohm check the sensor cleared the codes and tested.	
38	1/27-2/1/2015	178795	LOF, changed rear fuel filter. Window leaks. Found watering coming around reader a board glass. Side markers found wires bad in the area of the taillights. Replaced the rear fuel filter. Replaced rear back up alarm with used alarm. Replaced booster pump.	
39	2/8-9/2015	182490	sealed around reader board glass and just above windshield. Sealed clearance lights above windshield. Found 2 anti freeze leaks tightened clamps both leaks stopped refilled radiator.	
40	2/17/2015	187440	LOF. Had anti freeze leak found a fitting loose on top engine, tightened leak stopped tested under pressure.	
41	3/1/2015	195762	LOF. Put a dash dimmer switch in light panel. Switch out of bus 28. repaired anti freeze leak at the top of engine head. Put teflon tape on pipe threads to stop leak. Tested at 15psino leak.	
42	3/7/2015	199905	repaired 1 bottem seat and 1 seat back. Replaced 2 backs (new) and 1 seat bottem new. Blew out floor heaters. Moved 2 way radio mic holder.	
43	3/9/2015	201191	replaced pa mic. Cleaned under w/c bridge plate and adjusted plate, lift works good	
44	3/10/2015	201191	did a full diffeenall service. front license plate was cracked put a old plate behind it. lightened hose	
45	3/11/2015	201191	replaced dash dimmer switch	

Service Records

Bus # _____

	A	B	C	D
46	3/17-20/2015	203301	<p>LUF. Removed the right front brake caliper hub rotor assembly. Removed and cleaned the bearing component. Inspected the bearing. Tightened the loose lower front shock bolt. Removed the right front brake pads cleaned the sliding surface replaced the rotor. removed the rear tires for a visual inspection of the rear brakes pads they are good 9mm aprox 70%. tightened the first aid box to the wall. replaced the missing emerg. window sticker. flush and lubed the passenger door lock rotated the front tires. replaced both front and back fuel filters. put right side hub together and did a hub service on left side. changed power steering fluid and filter. put the rear tires back on rotated torqued. changed the gov on the air compressor, changed the ccu filter out. sealed around read a board glass and above windshield.</p> <p>cust. states unit derating both engine light on check and advis 1201 perform engine management diagnostics.brought into shop and hooked up the computer. Has code 1896 for the egr valve active. Called rapid service and verified unit still under base engine warranty. opened eds session and troubleshoot code 1896. removed and cleaned egr valve. had tro remove air cleanerassembly for access. hooked back up and code 1896 still active but now code 2272 is active for egr position circuit. trouble shoot code 2272 through eds. checked all wiring and found unit needs egr valve. parts on order. 4194 pulled in removed egr valve installed new one and replaced gaskets cleared egr codes but still has 2 active codes and 3 engine light on 4175. hooked the computer back up and checked codes. all egr codes now gone. no has active code 175 for the engine intake throttle valve. all steps within spec. cleared all codes and operated engine. codes came back. as eds unit needs ecm. called and updated radidservice. radidservice comfermed unit needs ecm based on eds session. got with parts. 4091 saved old ecm image, printed totals and features and parameters. searched for the tooling and tried to calibrated the new ecm. but got an error. the ecm cant calibrate because is seeded. got same error 5091 several times and was not able to continue. removed old ecm and send both to cummins to be flash. 4091 call quick serve , and did a little research on the ecm calibration error. the new ecm had a different code #, got the code from quick serve was able to communitate and calibrated the new ecm to dt90061.19 with code 5317106 not the old default 5290170. load old ecm feature and parameters, installed the ecm in the truck. performed road feat, passed ok with no new codes, saved before and after ecm image notice</p>	
47	4/18/2015	210934		

Service Records

Bus #	A	B	C	D
48	4/6-8/2015	210879	engine light being on and loss of power. Check for codes found 2 one related to the egr valve one related to the engine derating. Put the egr valve and check it disassembled and cleaned it. reassembled and installed recheck the codes still have both codes. removed the valve and replaced the solenoid after the checking the signal. egr codes went away. check for any derate, possibilities. remove the broken left front sway bar bracket modifu it for the trailing arm and installed a new bracket. tightened up the loose interior mirror. removed teh trim from the front lift door rod cover. removed the front rod. reinstalled the rod guide hole grommet. installed the rod and libed the latch and the rods. reassembled lube the door hinges. replaced the missing portion of the left door seal. remove the trim and covering the rails from the rear emergency door lubed the stiff handle and the hooks. reassembled, lubed door and hinges. lubed the side door cover latches. removed the broken flat washer from the front trailing arm brace and replaced them. removed the corroded portion of elect wore under the transmission. replaced the terminal and splice in a new piece of wire. seat the light rear abs sensor. check and cleaned the connector terminals due to the code red pulled.	
49	4/19/2015	210974	picked up bus at casino, no abs light on. Got to shop stopped at door and abs light came on. Check all wheel sensors, none loose, backed up the lenth of the bus and light went out. Also check all wheels for loose bearings found none loose, took back to casino	
50	4/20/2015	211009	checkfor no a/c operation and check for current found both transported to the shop. Check for engine codes being on. Due to the check engine light being on. Found 1 active code and 3 inactave codes. Eventually the nlight went off by itself. Condenser motor circirt brakrs popped.	
51	4/29/2015	211098	same problem as past year, washed out condensers	
52	5/12/2015	219780	LOF. Did a full transmission service and changed both inner and outer filters	
53	5/31/2015	228859	LOF. Put a pad on bridge plate to keep plate from hanging up. Repaired a/c high speed fan not working. Put a new buft convector and orange wire. Put a orange reflector on right side.	
54	6/13/2015	238137	LOF replaced the back oil filter. Replaced both wiper blades. Replaced L/F tire with better tire. T-465. replaced all rear tires with runouts T-465.	
55	6/27/2015	247981	LOF. Put cable ties on leaf springs. Tightened hose clamp in rear . Put new tires on front axle. T-460	
56	6/28/2015	248274	LOF. Replaced rear brake pads rotors at 1.49 put runouts on rear of bus. T-460	
57	6/30/2015	248286	fan hub bearing went out lost belt, replaced hub bearing both belts fan blade had a piece broke out of it which caused it to vibrate, needs fan and main belt tensioner and radiator hose that got cut when belts came off. Replaced main belt tensioner	
58	7/13/2015	257438	cust states fan hub is nfalling and it took out fan belt which damaged the radiator also the blade. repaired top radiator hose 90 deg.which got cut when hub bearing went out.	
59	7/29/2015	267911	LOF. Changed both fuel filters. Changed outside transmission filter only. Replaced all 4 rear tires with new 22.5 recaps T-460. replaced clamp on upper radiator hose. Replaced rear folding chair handle which had fallon off used tenision spring off of bus 56.	
60			LOF. Changed the ccv filter. Set toe in	

Service Records

Bus #	A	B	C	D
61	7/30/2015	267993	check for an intermittent no start/ no crank condition. Found it cranked and started here every time. Check for loose wires at the starter. They are good and tight. Check the starter and shift interlock relay. They tested good. Found the starter relay loose in its cavity, but wiggle tested made no difference in crankig.check connections under the bus they appeared ok.	
62	8/3/2015	270704	road call to fighting creek due to a no crank condition checked starter and shift interlock relay starter for clicking / activation yes, wiggled the loose fitting starter relay to see if the engine will crank, no. check for signal at the starter, it has a crank signal. smacked the starter it started.. disconnected the batteries and the starter, R&R the starter with a used one. cleaned the tar from the cable ends at the starter. replaced the one interlacted trigger wire connector with a heat shrink type reconnected the starter and the battery. R&R the front tires with used ones due to the right one being at mimimum specs. torque to 450ft lb. check for engine codes and cleared. secured the wire harness around the starter.	
63	8/14/2015	276469	LOF. Tightened seeping upper hose clamps topped off coolant. Replaced the burnt out mid dome light bulb. Lubed the squeaking drivers door hinges and the squeeking fuel cap cord hinges.	
64	8/28/2015	285744	Replaced the rear tires with runouts due to side wall damage on the right rear outer tire. cleaned the filthy outside rims. note passenger enter bottem step is cracking and coming apart from the body. informed rod and possibly a warranty issue.	
65	9/12/2015	295178	LOF. Changed rear fuel filter	
66	9/15/2015	297115	LOF, replaced w/c sticker on second w/c seat from dirver. Replaced the watch your step sticker on steps. Found 2 body to frame bolts loose checked the reat of the bolts and tightened the 2 bolts up. Put new tires on front axle and 4 good recaps on rear t-465. put new bolt in arm rest on drivers seat.	
67	9/27/2015	303136	replaced flat tire air jacked right rear side of bus up. Put jack under axle inside light micro switch. Switched out with a switch not being used lights worked good after repair washed front of bus	
68	9/29-30/2015	303828	LOF. Water pump, water pump went out and was driven, belt was all twisted up. Put a diffenent pump, same kind new main belt, had to take belt idler off to pump on. Put antifreeze back in and changed the oil and did a lof , test drove to worley and when i got back to shop was able to put more antifreeze in and all lights on dash went out no codes new. ready for route run to see if all is good. put a new bike rack tire hold down on bike rack.	
69	10/3/2015	305274	replaced 2 window latches old ones worn out. No front heat. Went to casino to meet bus switch to bus 27 on the way to shop lost heater hose at county line. Plastic connector was ate up so hose fell off as did another connection. Replaced connection and put new hose on metal pipe and flushed out heater core got some junk to come out. replaced hose filled up with water test drove and got heater in front heating. flushed whole system replaced antifreeze with fresh antifreeze test drove.	
70	10/6/2015	307379	went to casino parking lot to replace right rear emerg window latch and one middle emerg window latch. replaced top radiator hose that had a hole rubbing in it moved a bracket over to get more clearantct for hose. Replaced 2 gal 50/50 antifreeze, test drove and warning lights went out.	

Service Records

Bus # _____

	A	B	C	D
			LOF. Changed both front and back fuel filters. Changed the 75w90w oil in the rear end put 1 qt power punch. Full transmission service and filter. Did a complete hub service on both sides. Replaced air compressor gov for 100,000 mild service. Replaced both front shocks replaced both rear shocks. replaced front brakes pads right rotor 1.504 left 1.522. replaced bulb in drivers map light. replaced both w/c tie down restraint bags old bags torn. rotated front wheels and painted R/rim T-480. put repaired bike rack front wheel arm lock on bike rack. water pump went out put new water pump on. flushed out front heater core. test drove bus and got 135 heat at front heat. replaced 90 elbow at heater core. replaced main serpentine belt. engine fan had chip in one blade. replaced engine fan with new fan while water pump and belts were already off. test drove and rechecked hub oil levels	
71	10/17-19/2015	312381	exhaust cleaned soot out of DPP filter and reassembled put back on bus. Test drove all codes cleared.	
72	11/16-17/2015	318504	return line from the gear box and removed as much old fluid as possible. Reconnected the line lowered the bus and refilled the system. Check the emergency windows for looseness and worn latches. tension the window latches and replaced the worn ones as needed. removed the air cleaner and its base. removed cleaned and reinstalled the EGR temp sensor. removed the pressure sensor by the EGr valve. cleaned the plugged passage way disconnected the EGr crossover pipe removed the EGR valve. observed scuff marks and excessive build up on the valve. removed the solenoid and the stem keepers. cleaned the EGR mechanical parts and reassembled. installed the solenoid into the EGR valve. installed the assembly onto the engine. connected the cross over pipe. installed the pressure sensor on the right side of the engine. cleaned and blew out the plugged pressure sensing tube. replaced the sensor installed the air cleaner support bracket and the air cleaner housing. removed and replaced the CCV filter. checked coolant protection level. good to -30f. add some brakefluid. check the body ribs for cracked welds there are cracked welds reported to rod.check front and rear heat temp output they are good. secured the EGR cooler coolant hose onto the precharged pipe. removed the after cooler pre-charged pipe from the intake manifold. check and blew out the heat grils and reattached the pipe. removed the broken tail pipe hanger. welded it back together. reformed it and installed it. tightened the rattling drivers step stainless stell plate	
73	11/25-12/1/2015	318537	rechecked for engine codes due to the check engine light coming on when rod test drove it . Found 4 codes 3 triggered when working on the EGR system and one active in the NDX system. Cleared and will monitor.	
74	12/1/2015	318566	LOF. Found support brackets for top radiator hose broke. Replaced it with a new bracket.	
75	12/6/2015	321337		
76	Date 1/1/2016	Mileage	Bus 57 Repairs	Part #'s
77	1/19/2016	330254	LOF, topped off all fluids.	
78	1/22/2016	332415	topped off coolant. Check for engine light being on and the engine derating. Did not find the lights on check for codes all inactive recorded and erased the codes note one inactive code regarding low coolant could not derate the engine.	

Service Records

Bus #	A	B	C	D
79	2/4/2016	339668	LOF trouble shoot wiring found bad wire under frame wire. Front radiator hose clamp was loose, tightened clamp. Replaced rear tires torque 450lb	
80	2/13-14/2016	343155	R&R rear floor heater motor	
81	2/11-17/2016	343155	performed a controlled coolant drain due to radiator not having a drain plug. Disconnected the upper radiator hose from the thermostat hose. Removed the thermostat hose found it cracked removed the thermostat housing R&R the thermostat replaced the cracked thermostat hose reconnected the radiator pipe filled with new antifreeze. check for no dash lights check the dimmer switch and head light switch they are good. check related fuses 4 and related relays 4 they are good. found no current to the front corner parklight or to the dimmer switch fuse. check the signal at the light switch check dash light operation with the bus bar removed as pointed out by rod. not proper operation. check signal operation on bus 24 at the switch and at the parking light relay. identify powers ground and signal at relay cavities check signal ground and power at the parking light relay found all power signal and ground good. tested relay operation again replaced the relay and reassembled the interior	
82	2/25/2016	347608	replaced 2 interior lights 1 fuse tightened 2 clamps for upper heater	
83	3/4/2016	349049	LOF,	
84	3/9/2016	351815	trouble shoot air leak 1/2 main line from compressor to rear bad hole rub where clamp waqs 2hr to remove, adjust hood 1/2 hr fixed copper line 1/2 hr. had to remove front fender squirt for front, remove drive line to get access to top of trans where line connected cut and installed coupler in copper line.	
85	3/10/2016	351815	rear fuel filter was checked . Changed sec front fuel filter. Finished installing copper air line installed clamp for tie down on line put drive line and fender skirt back on check air pressure and lights for leaks.	
86	3/18/2016	356177	replaced flasher relay	
87	3/19/2016	356748	replaced all 4 rear tires with good runouts. Right rear inside tire blew out T-430	
88	3/18/2016	357655	change outside transmission filter. Repaired window made plastic window installed	
89	3/22-23/2016	358202	LOF replaced rear fuel filter only. Single battery tested good, front 2 batteries needed replaced put 2 new batteries in front. Put 2 new tires on front. T-450 ft lb.	
90	3/23/2016	358202	repaired passenger rear fender flare seperated from body repaired insterstane made brace seal and reattached	
91	4/7-12/2016	367405	LOF. R&R the transmission inter. R&R the burnt out interior light. Removed the winter front. Check for an air leak due to the compressor sysling excessively. Found an air leak at the repaired fitting by the transmission . Tightened the loose 2 right lower sway bar u-bracket bolt. check for engine codes due to a complaint of an engine hiccup and intermittent miss. found 2 active codes. one related to 2 turbo actuator fault. check actuator operation key on it is not functioning. disconnected the actuator connections and check for power and ground. connection has battery voltage, ground and 2 retevenec voltz. plugged in got actuator to cycle. it sounds rough and unhealthy. let rod know. tightened one loose emergency latch retaining screws.	
92	4/13-16/2016	367405	left side rotor 1.47 pads 37.5 right side rotor 1.46 pad 37.3. back up alarm not working replaced with a new back up alarm.	

Service Records

Bus #	A	B	C	D
93	4/16/2016	367405	received turbo actuator kit.	
94	4/15-17/2016	367405	R&R rear wheels 233/70-r22.5 goodyear used. Painte rims. Removed front passenger fender and R&R governor and leveling valve air leak took apart cleaned inspected and put back on torqued rear rims 450 ft lb. added 3 gal coolant	
95	4/21/2016	367405	check the stop request light due to the appearance of lights being out. Pulled the cover and check the light found a couple of leds out in the light assembly. Will monitor. Put cover back on. Lube the binding latches on the battery cover. Follow up check for another code after perry installed the turbo VGT actuator. found a code relating to the actuator needing to be calibrated. listened to the actuator. did not hear it operating go over information provided to perry by rod. check voltage and ground to the actuator compared to bus 24. both similar. drained coolant pulled the actuator check it for movement.removed cleaned and installed the rear porch light lens. cleaned the rust streaks under it. no movment check turbo vein movment light resistance. put actuator back on. now have minimal movement. recheck codes. still has needed calibration code. report to rod. put back together. filled coolant. removed the trim arothe front lift door rod. lubed the squeaking surface of the rods and installed the trim. did the same to he rear lift door. replaced the missing section of the door seal. pulled inop rear most a/c condenser motor. found a corroded off fuse. pulled tabs out cleaned terminal cavities. cleaned bullet terminal ends replaced the fuse and installed the motor.	
96	4/28/2016	367518	put front passenger fender on and hood. Put new leveling valve on rear tightened air feed line from compressor prep and cleaned and scuff bike rack and side screen for condenser. Painted all bus was inspected by the Idaho Transportation Department and the results were documented on there public transportation vehicle inspection sheet.	
97	5/4/2016	370377	cleaned frame area in which plates will be welded on. Welded on 4 frame supports. Bus wouldn't start. Check all fuses, relays after checking found a fuse for the tcm pulled it out and reset the tcm and everything worked fine.	
98	5/14-15/2016	376678	LOF. Changed both front and rear fuel filters. Made panel loose over head rail loose and back side of belt box cables corroded. Made repairs to all. R&R rear bumper right side bent out straightened out mount. Finished repair on modesty panel and installed washed out radiator grill talked with ray about no start on 57.	
99	5/14/2016	376678	replaced rear brake pads R rotor 148.0 L rotor 148.6 blew out dpf cat had dpf out of bus and cleaned it out the best I could. Put dpf back on bus cleared codes 1 code stayed on will try burn	
100	5/29/2016	383253	out.	

Service Records

Bus # _____

A	B	C	D
		<p>secured a loose a/c line from vibrating and rubbing through. Check for red engine light being on. The check engine light being on the regen light flashing and the engine lacking power. Check for codes and recorded them. Disconnected the dpf dp sensor hose and blew through the lines. I found a significant pressure difference reconnected the hoses electronically check the signals at the sensor at idle and off idle. electronically shows a significant pressure difference check the maintenance records for the ccv maintenance due to another active code found it is way over due. disconnected the pressure lines and temp sensors on the dpf. loosened and moved the after treatment control module out of the way. loosened the inlet and outlet clamps. loosened the dpf mounting brackets and remove the dpf. check for excessive soot yes. removed the air cleaner snorkle housing and base. removed the egr temp sensor dif, pressure sensor. loosened the gas cross over pipe. removed the egr valve removed the egr solenoided and stem keepers. cleaned the egr valve and reassembled . cleaned the badly plugged egr diff, pressure sensing passages in eh intake manifold. cleaned the egr temp sensor tip removed the exhaust gas pressure sensor and cleaned it cleaned the sensing tube. installed the pressure sensor disconnected the ccv cover breather tube. removed and replaced the ccv filter reassembled and reattached all. disconnected the blow by hoses from the rocker cover. disconnected the intake manifold pressure sensor. removed the rocker cover and washed it out. turned the ngine to tdc check and adjusted the 1/2 the valves as needed. turned the engine and additional 360 deg. check and adjusted the valves as needed. installed the rocker cover and reassembled. check for an inop main a/c system found the cycling switch connector bad by wiggling it replaced the connector, ran the system and check it out found bubbles in the sight glass. slowly added referigerant until the bubbles are gone, check the temp</p>	
101	5/25-6/1/2016	383252	
102	6/5/2016	385696	
103	6/11-12/2016	388558	
104	6/12/2016	388609	
105	6/24-26/2016	395529	

Service Records

Bus # _____

A	B	C	D
		<p>top off coolant. Observed no instermental cluster illumination. Check fues found no current to fuse 18. check the wiring schematic for current flow. Check the dimmer switch bring in go over previously check items by rod and perry for the inop back up alarm and lights. go over the wire schematic check all related fuses and relays check the signals at joint connector 13. verify operation from joint connector back look for conector c140 and c139 to test the signal coming back. not identified open drivers side kick panel looking for c146 no luck. found no curent going back to the vim or tcm. loosened and removed line and harness retaining. operation it is working access the gfm and the gateway modules for testing purpose, check the park lamps relay it is good. check the braces to access tcm and vim support mounting plate. loosed the plate and loosened the modules from the plate. identify and trace the pin cavities for the related circuits verify wire continuity. continuity from vim to joint connectors and back to back up alarm and lights. check for current at pin c1 found it only had 3v. apply battery voltage to pin c1 and the system worked. back traced voltays dropped through power signals at the gateway modules connectors found no power to pin 7 continue back tracing found a bad fuse 13 in the engine compartment circuit 1290 through fuse 30 and to PRNDL display relay. found it installed backwards. reversed the relay and the back up lights and alarm worked installed all componts removed for diagonois seurved the harness replaced the fuse verify dash light illumination reassembled all items removed for diagnosis.</p>	
106	6/28-7/1/2016	395529	
107	7/7/2016	399709	
		<p>repaired bumper and bike rack from deer strike straightened and welded bike rack. Replaced the burnt out interior light bulb, check for reported inop a/c system. found main a/c system doesn't work with out the aux a/c system being turned on. check signals at the bus bar found no signal to the condenser motor with just the main system on. check and reset the circuit breaker for the condenser motor. hooked up the a/c machine and monitor the pressure with both and single system operating. found that the main a/c cycling switch was operating properly also verified that the low pressure is at 22 psi. removed the rear upper a/c unit grill and housing to adjust the freeze up thermostat to attempt to bring the low running pressure up brought it up to 25 psi. blew out evaporator and cage area. put the housing and the grill back on. R&R the burnt up rear a/c upper unit high speed maxi fuse holder the fuse and the relay.</p>	
108	7/8/2016	399710	
109	7/17/2016	405278	
		<p>LOF, replaced rear fuel filter</p> <p>trouble shoot no a/c with rod. Replaced relay. Check ground at condensers and rear blower, removed and cleaned. Checked ends clean frame remounted and treated. Test ran for 10 min with front and rear a/c on high, relays and feed wires were cool to touch.</p>	
110	7/23-24/2016	408021	
		<p>road call to the casino to check out the inop a/c system check main circuit breaker and a/c fuse. They are good. Check for condenser motor they are inop. Attempted to ground pressure switch circuit no go. Reported to al.</p>	
111	8/1/2016	413837	
		<p>LOF. a/c not working, replaced bad relay. Tightened transfer pump hose clamp rear exhaust hanger bolts missing. Replaced. Shimmed 2 windows latches taped up six knife cuts in seats washed bus.</p>	
112	8/4/2016	414881	

Service Records

Bus #	A	B	C	D
113	8/4/2016	415289	road all to the casino to top off the fluid. Check brake fluid level found it n1/2 way between full and minium.	
114	8/13/2016	422145	trouble shoot no a/c. checked power to breakers and relays. Found no power to cm.1 and cm.2 reset breaker tested had power to relays but not thru. Replaced relays both a/c units works.	
115	8/17/2016	422145	drained gear lube on diffrenall test vent visual on rear axle seals for leaking refilled differential with sync gear lube 75w90. removed front hub and rotors inspected bearings mic rotors L/S 149.4 R/S 149.7 cleaned and installed new seals reassembled. rotated front tires torqued to 450 ft lb	
116	8/18/2016	422145	1/S a/c blowing breakers used robinair a/c machine to check for proper charge of freon and oil on main system. System was low on freon by half pound not much. Added and adjusted amount of oil, run test, on aux system freon was good, adjusted amount of oil, run tested. compressor and condenser fan were not constenily cycling as they were before, power to relay and were operating at a much lower temp.	
117	8/24/2016	422179	engine light on used code reader check fluids coolant temp and levels cleared codes added coolant, added 1 pint of brake fluid. Tightened leveling valve top bolt front, lubed belt tensioner. Washed radiator and cooler out.	
118	8/28/2016	423533	LOF. Engine light was on and in derated. Checked fluids codes #1 engine coolant level below normal operating range. #2 engine protection torque derated, added coolant pressure tested system, looked for leaks, tightened hose clamp on coolant line, cleared falt shutteled bus back to casino with thonas bus ran good, no bells of lights.	
119	9/11/2016	424526	do over all checks on a/c front and rear. Both works. Engine light on, low power read faukt codes, derated torque and coolant level, topped off coolant. Cleared fault codes looked for coolant leak. Transfer pump leaking. Replaced transfer pump ran, check for leaks good.	
120	9/15-17/2016	425220	evacuated system and recharged. Loseing coolant, inspected found bad core in rear a/c heating unit. Removed unit rod resodered, reinstalled , pressure test found more leaks in engine compartment, radiator to thermostat, inspected hoses and clamps, good cleaned ends of hoses, reinstalled tested again held pressure for 30 min. no leaks, cleaned prep and painted side condenser screen washed bus cleared fault codes.	

Service Records

Bus #

A		B	C		D	E
Date	Mileage			Part #'	Mechanic	
1/1/2011			Bus 29 Repairs			
5/5/2011	2777		finish installing the new bus items rehang first aid and bio kit, install seat belt cutter, file box, name plate schedule holder, deer whistle signs, wire in wig wags, rpl the frnt tires with siped ones.		Cat	
5/13/2011	2859		install caution yield signs and numbers and exchanged other numbers of 28....		Cat	
6/1/2011	2983		rpl frnt tires w/sipped tires. Put on stickers for new bus.		Ray	
6/6/2011	4017		rear lites rear top center- rpl 10amp fuse, repaired broken wire, added 3 1/2 gallons of DEF to tank.		Ray	
6/21/2011	7240		rpl 10amp, fuse, add 1/2 gallon antifreeze, checked wiring on body could not find cause for fuse to blow, 3 1/2 gallons DEF.		Ray	
6/27/2011	8883		I.o.f service, top off DEF, install E stickers, repaired short in tail lite, check for continual blowing fuse-for rear brake lite-amp draw13.3A, run amp draw 11.6A (this is too high for 10A fuse).		Cat	
7/5/2011	10337		adj rt frnt wheel bearings NOTE: there were metal flakes in the oil. Rpl gasket in fuel cap to stop leak, tightened clamps on radiator hose, retrimmed pull cords, check for exhaust noise on lft turns-- NOTHING FOUND...		Ray/Cat	
7/12/2011			sent to Gus Johnson for motor mount bushing.		Gus Johnson	
			cust hears a growl noise from rear of vehicle when wiring at 02-04 trim-check and advise when turn turns lft hears a odd engine type noise like poss exh or leak type noise see add comments-- road tested and verified, hoisted and inspected all exhaust components found all good, re-tested drove noise still present found noise to only happen when accel or cruise not on desell, inspected frnt engine mounts, found normal. inspected rear engine mounts found RH rear mount groundingagainst it self and damaged, REC to rpl lower mount half, ordered part and removed aftermarket brakets and harnessassy for acces to support rear of engine assy, rpl, RH rear mount assy and reasssembled all, re-test drove all ok at this time.. SO 4C4Z6A037AA insulator, SO 4C4Z6068B insulator asy-engine support.		Gus Johnson	
7/22/2011	10389		check main & aux ac temp out put-both ok, check for rear marker lites staying on-lights would not stay on. Check circuit check relay for being burnt inside-no, check solenoid-ok, leave on for 5hrs to get light to stay on-would not. Install the phone numbers on side and rear of body.			
7/29/2011	10964		check and advised when accels and turns left at 18-20mph and accels from stop hears a growl type noise-parts added road tested and verified concern. Hoisted and inspected both rear motormounds and found both grounding against itself. Rec to rplboth rear mounts. wxtra time to remove and reinstall after market brackets for acc to suport rear of engine and trans retested all ok, at this time. 4C4Z6068B (2) insulataor asy-engine support.		Cat	
9/15/2011	13905				Gus Johnson	

Service Records

Bus #

	A	B	C	D	E
13	9/15/2011	13905	<p>check and advise ac is inop-inspected for concern and verified, attempted to run ac performance test, could not, found excessive leak as soon as I started to charge sys. Found leaks at the high PSI line. And a high side switch also found a very large leak at the evap core where the lines clamp to the TXE valve. had to remove and disassemble after market bus control panel and hand rails for access of dash, removed dash and rpl evap core for being cracked. installed new high side line and recharged ac sys . needed extra R-134 due to the condensor had been relocated to the LH side of the bus. tested ac sys all working normal. reassembled after market controls and hand rale. needed to rpl glove box, damaged during disassembly. believe the cause of the evap core failure is due to all lines being strapped to ridgedly in place. extra time for reinstaltion of zip tie, strap system and filling of extra lg ac sys there is no lableamount of 134 to use and sys was compleatly empty when i started diag. YK232 core-air conditioning evap, YK3438 tube asy, 3C3z9N693AA o-ring, W702041S300 o-ring, R134- R134 freon, BC3Z2506024AB bx asy-glove compartment.</p>		Gus Johnson
14	10/10/2011	18867	<p>I.o.f service, top off coolant, check for inop light in the stop request sign-light good, top off DEF, check frnt heater-good, rear not good, check fuseone blown-rpl fuse, move outside fuse blew again, suspect short-temp. install a circuit breaker...</p>		Cat
15	10/12/2011	19473	<p>10/12---10/18----4 new re-cap, tightened rear heater hoses, fix side door latch, rpl lift sway bar bracket, check for steering wheel being off center-wheel is indexed, check frnt axle for alignment-r side is farther back then lift-bushings are soft, check for toe setting it is ok, (reported to Rod), install missing civil rights signage. tightened heater hoses on right side. rpl fuel doors with bus 61, check light in hr meter and can't change bulb, tried new belt on and it was too short (re-order), found wire that was grounding cir pump relay and blowing fusesrear heat works fine, check drivers seat contols for not working-working finelift 3" install missing civil rights signage.1) 20amp circuit breaker.</p>		Ray/Cat
16	11/12/2011	28916	<p>I.o.f service, frnt brakes 80%, rear brakes 70%, rpl lift side sway bar bracket, 2 new tires on frnt. Top off all fluids.</p>		Ray
17	11/27/2011	32469	<p>top off DEF, checked lift-ok, check motor mounts-ok, stop request lite works fine, rpl lift sway bar bracket, could not find a new fan belt.</p>		Ray
18	12/2/2011	32498	<p>put new fan belt on inner. Cat: R&R inner belt.</p>		Ray/Cat
19	12/20/2011	37952	<p>check for inop lift, found lift working but alarm staying on, blow out and vacuum, under threshold plate.</p>		Ray
20	12/23/2011	38272	<p>I.o.f service, check and tightened clamps on heater hose at rt side of engine and top off, rpl wiper blade, rpl both frnt mud flaps, rpl expereid fire extinguisher, repositioned serpentine belt on pulleys, rpl broken sway bar, inst missing handle on E door, rpl E-window stickers, install cover the P.A mic.</p>		Cat/Ray
21	12/27/2011	39273	<p>check lift- tried to get it not to work, stop request works, put winter cover on, made template to make a new-brackets for side dest. Sign, rpl back door buzzer, topped off DEF. rpl back door buzzer.</p>		Ray

Service Records

Bus #

A		B	C		D	E
Date	Mileage			Part #s		Mechanic
1/11/2012						
1/18/2012	46314		1/18---1/25---I.o.f service, rpl both fuel filters, rpl tranny filter, stop request life -working at this time, remove trailing arms, R&R the bushings install 3 trailing arms, install rt upper trailing arms, set toe			
1/18/2012	46314		1/18---1/25---I.o.f service, rpl both fuel filters, tranny service-rpl filter-, check stop re-quest-it works, remove 4 trailing arms-rpl 3, R&R bushings, install right upper traing arm, set toe,rpl sway bar brackets, rpl side window from bus 63 put in bus 29, add 4 gal DEF, top off all fluids.			Cat/Ray
2/4/2012	49789		rpl broken window (exit window a right side). Top off DEF.			Ray
2/8/2012	50950		rpl booster pump on heating system, rpl main serp belt, clnd graffitti off seats and walls.			Ray
2/21/2012	55109		I.o.f service, add 1 gal anti freeze-due to leak in rear bus, rpl metal bracket on right side sway bar (was gone), fill DEF.			Ray
2/22/2012	55109		did pre trip, install 2 E-stickers on windows			Cat
2/24/2012	*55914		test drive bus 2x to isolate clunking noise while braking, found lft rear spring hanger loose-tightened and paint and re-test, check engine fluid levels to see if it was causing the light to come on.			Cat
3/20/2012	56656		rpl CCV filter, set toe in, top off fluids.			Ray
4/22/2012	64330		I.o.f service, fixed cable on rt side lift door, checked belts and pulleys, rpl lft side sway bar bracket, repaired bracket on radiator hose., checked both frnt and rear ac's-both good.			Ray
5/8/2012	69542		put new tires on frnt and re-caps on rear.(all 4).			Ray
5/24/2012	69656		tightened radiator hose clamps at thermostat housing due to leak, check ac output--ok, check for engine noise-check bearings in compressor, alt., idlers, lubed the serp belt, check for no rear heat and ac on continuously-- found aux ac temp switch bad--rpl w/ bus 58 at this time...			Cat
5/30/2012	69656		rpl 3 seat backs w/repaiored ones, rpl 1 seat bottom w/new...			Ray
5/11/2012	69598		T/S check engine light w/ loss of power, T/S lack of DEF cunsuption, customer states not using as much DEF as his other busses, only uses approx 1/4 of what the other busses use, diagnose and advise, debris found in DEF tank appears to be DEF gallon jug lid seals (plugged the DEF system). NOTE: NON-WARRANTABLE FAILURE, but will aply to dist policy, A593134 9095 HQ415 5/11/12, DSBBD3709 fault 3574, user discription /search: service model name: ISB6.7 CM2250 engine serial #:73141394, fault codes: 3574, 12:55:44 EDT solution viewed (#1)-K1152141-low aftertreatment DEFtank level. 13:00:13 EDT in specification (#1)-K11525141-low aftertreatment DEF tank level, COMMENT: check tank level full, 13:00:31 EDT solution viewed (#2)-K75195551-contaminated aftertreatment DEF solution, 13:05:18 EDT in specifcation (#2)-K75195551-contaminated aftertreatment DEF solution.	pg1		Cummins NW

Service Records

Bus #	A	B	C	D	E
			<p>Comment: perform visual filter present, no visual debris check fluid 32.5, 13:05:38 EDT solution viewed (#3)-K27512258-air in the diesel exhaust fluid, 13:52:14 EDT in specification (#3)-K27512258-air in the diesel exhaust fluid, COMMENT: hook up test line no air, (4#)-K14331630-plugged or restricted aftertreatment diesel exhaust fluid dosing unit lines and fittings, 13:54:31 EDT in specification (#4)-K14331630-plugged or restricted aftertreatment diesel exhaust fluid dosing unit lines and fittings, COMMENT: no signs of leaks and all fittings tight, 13:54:31 EDT solution viewed (#5)-K13214508 aftertreatment DEF dosing unit supply line,--lines not plugged, 13:55:46 EDT sol. view, (#6)-K53501161-ECM calibration revision history check, 13:57:06 EDT in specification (#6)-K53501161-ECM calibration revision history check, COM: has CAL BZ9008, 19and updates to .22 but not for this fault, 13:57:15EDT sol;view. (#7)-K4278038-aftertreatment diesel exhaust fluid dosing unit, 16:52:18EDT in specification (#7)-K42782038-aftertreatment diesel exhaust fluid dosing unit, COMMENT: flow test injector, 100 MIL R&R the DEF controller, reinstall DEF injector, refill fluid, perform stationary regen 2 more times while data log to determine failure, pg2</p>		
36	5/11/2012	69598	<p>DEF in clean container, found whits specs in fluid, remove the sending unit and inspect the inside of the tank. found what appears to be the cap seals off a gallon jug of DEF, steam clean tank and dry, reinstall sender and reinstall on vehicle, instal old DEF controller on truck, fill tank w/new DEF fluid, perform 2 more stationary regens while data logging, fault 3574 still comes back, remove the inlet fitting to the pumping unit and blow thru, found more paperdebris, remove the pumping unit filter and perform manual pump, override to flush the pump, repl inlet fitting and prime system, perform 2 more regens and pressure stays in spec, no faults, park unit and clean bay. CUMMINS NW dist. policy applied due to repeat issue.rpl--kit,AFM mounting, 6 gal DEF, 1 male connector..</p>	pg3	Cummins NW
37	5/11/2012	69598	<p>\$504.91--Cummins NW was going to charge us for the above diagnosis, but was not. Due to Rod talking to the company...</p>		
38			<p>check and advised second to last drive line u-joint cap is spinning in housing, verified concern removed driveline and sublet did repair to yoke and u-joint we installed driveline.</p>		Gus Johnson
39	6/5/2012	69699	<p>rpl lft headlight and put new end plug on.</p>		Ray
40	6/11/2012	71267	<p>6/18--6/20----l.o.f service, battery service,tightened clamp on Y at coolant above turbo, rear brake 40%, sevice all batteries, check ac temp output-both good, no rattle in ac at this time, install E-window sticker on door, check for vibration at 60mph, check drive line humming-Ok, rpl all rear capped tires, tightened drivers step, lube the battery door latches, lube the lift door rods. top off fluid...service diff, check for inop am/fm--ok, check for rear suspension being noisy--heard rear E-door squeaky, tightened and lube the door....</p>		Cat
41	6/18-6/20/12	72822	<p>l.o.f service, coolant low-pressure checked/no leak, rpl both headlights, found burtn wire to over head lights-repair and check amp draw peak 22.6v/run 12.3v, rpl burnt wire and solenoid.</p>		Cat
42	8/22-8/24/12	82869	<p>rpl lft headlight.</p>		Ray
43	8/25/2012	83244	<p>new brakes on rear, washed engine off, right rear rotor 1.48, 37.39mm, lft rear rotor 37.6mm, min 36.1mm, 37.50mm, 37.8mm.</p>		Ray
44	9/8/2012	84429	<p>rpl condensor fan relay.</p>		Ray
45	9/16/2012	88771			Ray

Service Records

Bus #		C			D	E
A	B					
46	9/19/2012	90275	fill up DEF/3 1/2gallon.			Cat
47	9/24/2012	91654	l.o.f service, fuel filters-both, frnt hub serive, p/s service, lift frnt rotor 1.49, rt frnt rotor 1.486.			Ray
48	10/16/2012	97731	rpl ac and main belt; rpl drive motor and pass door, top off DEF, top off fluids, and check lites.			Ray
49	11/3/2012	103026	LOF, service transmission, R&R all 4 shocks. Put traction strips on steps			Ray
50	11/23/2012	110056	R&R heater booster pump. Installed winter front			Ray
51	11/27/2012	112259	LOF. R&R new tires on front, 4 new recaps on rear of bus			Ray
52	11/28/2012	112259	R&R main fan belt			Ray
53	12/2/2012	112259	installed new seat in rear of bus			Ray
54	12/18/2012	115347	put new air comp governor on and still won't build air pressure, under warrenty. R&R new main belt front brakes are inop and rear brakes smoking hot and has ABS and brake light on dash and buzzer noise. Short circuit verified. Installed wabco tool. Recived dtc 57. ran test found inline fuse #4 blowen. Checked circuit 36 ye-wh for a short to ground. found short near drivers side framme rail			Ray
55	12/26/2012	115416				Gus johnson
56	Date 1/1/2013	Mileage	Bus 29 Repairs			Part #s
57	1/14/2013	118060	replaced wiper blades			Cat
58	1/21/2013	121838	LOF. P/S fluid leaking from reservior coolant leaking from the transfer pump will monitor both.replaced flasher unit Cat. Replaced CCV filter. Replaced main serpentine belt. Ray			Cat/Ray
59	1/24/2013	122997	L/front head light out replaced headlight, still not working. Put old headlight back in			Cat
60	1/25/2013	123393	L/front head light out no pwr to plug. Fuse blown. Checked amp draw, ok replaced fuse			Cat
61	1/26/2013	123867	head light fuse keeps blowing. No shorts found. Found battery cable rubbed thru under bus, repaired. Fixed radiator hose bracket			Ray
62	1/30/2013	125840	passenger door not opening elec from switch inside. Outside door switch binding. Replaced switch. Checked connections and module and motor both ok.			Cat
63	2/1/2013	128868	reader board loose. installed fasteners to front of the side reader.			Cat
64	2/10-12/2013	130364	LOF. Installed new F/brakes L/low beam light out, found broken wire front of gear bow. Red side marker light out found bad wire repaired. Rotated front tires T-480. repaired wire on wheel chair door. Buffed out markes on L/rear. Checked booster pump and checked both front rotors L/1.47 R/1.459			Ray
65	3/15/2013	140579	LOF. Added 3oz gear oil to L/front hub. R&R fire extinguisher			Cat
66	3/30/2013	147531	repaired broken wire on fuel gauge. Replaced both rear outside tires with better ones 10/32 T-480. loose bolt on R/rear spring hanger. Retightened. R&R 4 seats at rear of buis with new ones.			Ray
67	4/7/2013	149989	LOF. Changed transmission filter. Changed both fuel filters. R&R driver dome light. R&R serpentine belt. Rotated front tires. T-480			Ray
68	4/22-25/2013	154563	main AC unit inop found connectors on condensor fan corroded and bad temp switch, replaced switch and clean connector. R&R inter serpentine belt. R&R R/F tire due to uneven wear. Replaced with good used tire			Cat

Service Records

Bus # _____

A	B	C	D	E
		check and advise main dash blower is inop on all speeds. Open circuit in connector 216 circuit 181 br/og. Test verify front blower inop. Test power and ground to motor has no power test fuse ok test fuse and relay in battery junction box both ok. Ohm wiring from relay to motor found open circuit removed panel and fire exit traced wire harness thru cab isolated and repaired open circuit and verify repair 901. multi point inspection on vehicle. check and advise rear aircond fan stays running even with vehicle turned off. test verify traced down and install relay sticking on. check and advise aux ac temp switch int. works clicks and sometimes turns on ac and sometimes doesn't. test traced down and inatalled new T stat switch for rear unit. auth ae042908 air supplied switch part shipped back to them. battery tested good. brakes tested good. tire are in good codition.		Gus Johnson
69	4/25/2013	154600		Ray
70	5/1/2013	154638		Ray
71	5/10/2013	158929		Ray
72	5/28/2013	162879		Ray
73	6/12/2013	166894		Cat
74	6/16/2013	166894		Ray
75	6/25-26/2013	169064		Ray
76	7/15-17/2013	177945		Cat/Ray
77	7/18-20/2013	178037		Cat
78	8/7/2013	183317		Ray
79	8/28/2013	184491		Cat
80	8/20/2013	183398		Ray
81	8/29/2013	184513		Cat
82	9/8/2013	184513		Ray
83	9/16-18/2013	187108		Cat
84	9/26-30/2013	189146		Ray

Service Records

Bus #

Bus #		C			D	E
A	B					
85	10/7/2013	189485	R&R belt tensioner making noise			Ray
86	10/9/2013	189485	shift indicator sticks and is in the wrong position, has no pointer is digital and is working good each time it is moved no binding in shift tube or cable.			Cat
87	10/18/2013	189485	found coolant leak at heater hose tightened			Cat
88	10/30/2013	194664	filled DEF tank			Cat
89	10/30-31/2013	194779	checked for no heat. Found bad circuit breaker replaced. Tightened side reader board loose. Bus has a vibration around 60 MPH drive line and u-joints ok.			Cat
90	11/6/2013	197434	LOF. Installed drivers arm rest.. booster pump not working unhooked pink wire above drivers area works now.			Ray
91	11/11-12/2013	198625	Replaced both forward and rear fuel filter. Serviced transmission and replaced filter. Front hub service. cleaned and inspected bearings Serviced coolant system. R&R front brakes and rotors.			
92	11/19/2013	202027	R&R L/rear wheel seal. R&R booster pump. Tightened 4 frame to body bolts. Checked for vibration found rear tires wobbling			Cat/Ray
93	11/29/2013	207339	top off coolant			Cat
94	12/2/2013	208888	top off coolant			Cat
95	12/16/2013	208888	Replaced fuel cap and gasket. Found 2 leaks in coolant system tightened hose clamps. Removed egr valve, cleaned heater grates and valve.			Ray
96	1/1/2014		R&R rear leveling valve. Repaired tail pipe bent. Put L/side leaf spring back in place to line up air bag			Ray
97	1/12-15/2014	220253	Bus 29 Repairs			Part #s
98	2/24/2014	224151	LOF. Replaced both front and rear fuel filters. Rotated front tires. T-480 thghtened drivers seat. R&R 2 left side seats with new style. R&R 1 front left seat with old style			Ray
99	2/27/2014	224361	checked for a/c operation, none. Resarched previous repairs. Pre-trip and put on line.			Cat
100	3/26/2014	232300	loosened and removed temp sensor after treatment control module and then pressure diff lines. Removed DPF to send in to be cleaned. Installed the cleaned DPF and the after treatment sensors and the pressure difference control lines			Cat
101	4/9-14/2014	234493	LOF. Fixed R/S middle emerg light. Put 2 rivets in rear bumper plate cover. Replaced R/front tire with a better tire. T-480. replaced 4 L/ seats. Replaced rivet in over head hand rail. Straightened left rear air bag as best I can. Lubed rear door latch. fixed kluck in back of bus.			Ray
102	4/29/2014	235447.	drained the oil contaminated coolant. Removed the drain valve and brazed it. Removed the reservoir , cleaned it with solvent. Flushed 2x refilled with universal antifreeze. Secured a/c line from rubbing on charged air pipe. Check on the check engine light on and loss of power. checked codes found atcive code. with no info. cleared codes. retested and test drove the bus a few times codes continue to reset. with no text. checked for tire body shakes. check u-joints and carrier bearing all appear to be good. installed rear runnout tires. still vibrates. runout out of round. installed nre recaps on the rear better. tightened the thermostat hse clamp. checked both front and rear a/c temp output. recovered, evacuated and recharged the aux a/c system.			Cat
			replaced both front tires with new tires. T-480			Ray

Service Records

Bus # _____

A	B	C	D	E
103	5/6/2014 237088	replaced frozen latch on battery door. Checked a/c output temputer they are good. Checked for a loose side reader board. Removed both mounting brackets ground off where they are hitting window frame. Installed new padding and reinstalled. Tension on door latches rebend the back of the cover back in place. check for a loose lift. found mounting bolt loose. tighten them. removed rod cover rear door left door. retightened and lubed them		Cat
104	5/14-16/2014 237033	flushed and lubed the external passenger door lock. Removed the loose upper rear handrail mount. Cut off the bad rivits and riveted to the ceiling. Removed the side reader board and its anchors weld on an additional upper plate and started to install. Rod finished the installing it. checked the front and rear A/C system recovered evacuated and recharged the main a/c system. Check the temp outputs they are good. Removed the trim around the rear door switch. Trimed it down and reinstalled. Removed the broken front lift door stop cable. made another one and installed secured loose a/c lines and hoses in various positions		Cat/Rod
105	7/2/2014 140439	LOF		Cat
106	7/5/2014 242452	EDS dsbfk6298v. Found broken exhaust PSI sensor, found debris in def tank. Performed jsa installed driveline, pulled into shop, connect insite, make image, check faults 3712 and 3714 active. no other faults. noticed exhaust gas pressure reads 37 inhg koed connector lock broken recommened exhaust psi sensor body and terminals and recal ecm and def controler gets parts quote. advised supervisor. repl;aced sensor and body, now reads 27 inhg koeo, regal ecm from bz90008.34 to bz9000835. no faults. recal def controler fron5283312 to 4353196 make after image and cd perform regen and montor doc inlet temp was up to 870 degrees set active falt 357411 counts save log make cd with images and log , advise supervisor. needs to t/s 3574 with eds. 5230 7/21 start eds dsbfk6298. no other faults replaced filter, no plugging in lines or fitting, no air in def, removed tank to remove sudtion tube. found debris in tank. note sending unit screw under fitting was stripped and seized, had to cut head off of screw5230 7/22 preformed jsa flushed def tank and dry. inspected and verified no debris in tank.inspected suction tube and flush. inatalled sending unit assy to tank with new fasteners. inatalled tank and connect coolant and def fittings and wiring. filled with new def, removed def pumpig unit filter and fittings. installed new fittings. refilled cooling syste. preformed on chassis nonair def pumpingunit flush. reinstalled filter performed def leak test, no leaks. performed regen def pressure stayed at 130 psi. no faults		Rod
107	7/22/2014 247493	LOF. Changed the transmission filter		Cummins NW
108	8/3/2014 252348	checked for intermitted a/c operation, it is working at times. Checked connections at the bus car. Tightened a couple of semi loose ones. Removed condenser fans to access reciever dryer. Connections. Repaired connections on front unit. Checked codes due to the check engine lighgt being on. found 11 fault codes 2 were active one was reoccurring and was being monitored.		Ray
109	8/4/2014 259208	LOF. Replaced both front tires, t=400. replaced CCV filter and cleaned out heat grid. Put R/rear slider window back in R/slider track. Replaced broken side window with reader board, with window out of bus 61		Cat
110	8/25/2014 262179	LOF. Replaced both fuel filters. Rotated front tires T-480. set toe in. put new bushings and bolts in bike rack. Cleaned rear a/c heater filter screens out.		Ray
111	9/17-22/2014 272596			Ray

Service Records

Bus # _____

Bus # _____		C		
A	B	C	D	E
112	10/8/2014	282793	LOF. Repaired lift cylinder on front w/c seat. Repaired tail pipe that was damaged by a deer hit. Straightened leaf on L/side to straighten air bag. Replaced all four rear tires with good runouts T-480 LOF. Checked for differential nut leak. Appears to be the union seal and the bottom of the housing pump seal reported to rod. Drained the power steering reservoir and flushed the system. Replaced the filter and refilled the system. Checked the coolant -35F. removed and replaced the worn rear brake pads cleaned the sliding surface, mic and deglazed the rotors. removed and replaced the bad bulb above the passenger door light. checked all heater operation heater tops and evap filters all good. removed and replaced the front tires torqued the lug nuts. removed and replaced the rear tires with new recaps. torqued the nuts. check the block heater operation it is good. cleaned graffiti off 4 seats. tightened the lift front loose sway br link bolts. lubed the drivers door hinges. the lock cylinders and the side door latches. replaced 2 bad and missing emerg window lables. topped off the transmission fluid. disconnected test and replaced all batteries. clean the terminal ends and reconnected. tightened the rear aux a/c unit grill. removed the L threshold plate cleaned under it and replaced it. shim the outer barrier rail stop latch to minimize the rattle. adjusted the micro switch to allow the lift to go up. tightened all the hand rails upper adnchor screws. resealed the right rear emerg windows. total diffemail service. fixed left rear air bag spring. cleaned and painted bottom of fuel tank. washed out radiator. replaced PA mic.	Ray
113	10/23-28/2014	293051	removed both front brake pads moved the calipers out of the way. Removed both hub/rototrs assemblies and installed the bearings. Replaced the bearings replaced the bearings and race and scab. Lubes and installed the bearings. Reassembled both left and right sides. checked the a/c operation at this time due to previous work. it is working now. removed and exchanged the front tires. torqued the nuts. check for the cruise control surging. check the wiring diagram for the older buses, need more info. replaced the broken fuse holder for the es par heater. glued up the cuts in the seats. secured the dangling block heater cord. drained the transmisson removed and cleaned the transmission pan. replaced both internal and external filters installed the transmission disconnected the cooler line and flushed the torque converter. reconnected the line and refilled the transmission replaced the thermostat on the motor. Replaced the end on the engine heater cord	Cat/Ray
114	11/5-6/2014	295115	LOF. Replaced the gov air compressor. Replaced booster pump old one was real nosiey	Cat
115	12/6/2014	298471	check for an interior rattle , found left ower cover not properly installed was loose on the bottem	Ray
116	12/14-15/2014	302609	reinstalled. Took for buzzer feed back, replaced the ground on the buzzer. Adjusted the rear door to seal tighter.	Ray
117	12/19/2014	303582	performed a parked pretrip to swap for bus 24 coming off line.	Cat
118	12/24/2014	303836		Cat
119	Date 1/1/2015	Mileage	Part # # s	Mechanic

Service Records

Bus # _____

A	B	C	D	E
120	1/2-14/2015 307702	<p>check for engine and regent lights being on. check and record the engine codes. check the nox relay and fuse. Found a bad fuse in the engine compartment. Check amp draw, it is ok at this timespect a bare wire. Replaced the fuse cleared the codes. check for a strange engine whine. alternator is making noise. test drive to check the cruse control operation. it is operating good. recheck for codes found the same 4 active codes previously found. removed the air cleaner housing and located the inlet nox sensor. check the signals and recorded. removed the egr valve and checked. found it leaking exhaust. disassembled and cleaned the valve and seats. reassembled and installed. removed the sensor before and after the sgr cleaned them and the egr passage. installed the sensors. removed the sensor on the right side of the engine and cleaned it. checked the sensor pipe. it is plugged. removed the pipe and ncleaned it. exhaust pressure sensor and tube, found 2 broken wires leading to the turbo. add a section of wire to extend the connection repaired the broken wires and reconnected. tightened the heater hose y splice clamps. reinstalled the heater hose insulation and cut to fit. change alt and put a 270 amp old altwas 320. observed a portion of the exhaust manifold protruding from under the exhaust mainifort. removed the right inner fender. the engine shroud, washer res. the charged air piping the air cleaner housing, the turbo snorkle and turbo. the serpentine belt, the upper a/c compressor and its support bracket. the alternior and its support.bracket, the coolant pipes to the coolerthe tire for access to the exhaust manifold. reposition and resecured the a/c lines from frbbing on each other. disconnected the batteries cleaned the exhaust and manifold and head mating surfaces. installed new gasket and reassembled. replaced the inlet nox sensor.</p>	Cat	
121	1/15/2015 307881	<p>observed coolant on the right frame rail. Checked for a coolant leakremoved the inner fender for inspection access. Pressure test the system cold and hot did not leak in the shop. Road tested looked for the leak. Reseated the rear coolant pipe that runs from the engine block to the egr cooler. road tested again no leak reassembled. retension the retaining clips on the air cleaner filter cover. tightened the metal steps at the drivers side steps.</p>	Cat	
122	2/2-3/2015 312125	<p>LOF. Replaced the missing lower radiator pipe retaining clamp. Replace3d both front and rear shocks. Cleaned the dirty rear porch nilight lens and secured its loose assembly. Test drove due to reported low on power and check engine light coming on intermintly, yes, yes. check engine codes found codes for EGR mechanical problems. replaced a worn bad emerg window latch and 3 missing bumpers. tightened both front ride height linkage brackets. removed the broken antenanna and its mounting screw. get broken set screw out. drilled and tap for a bigger set screw. installed and replaced the antaninna. flushed and lubed the sticking passenger door locks. replaced teh right bike rack magnet with another used one. replaced the burnt electrical end on he electrical panel. tightened all rail and standchans tube ties and anchors bolts as possible. replaced 2 bad emerg window stickers. removed and replaced the faulty EGR valve. cleared the engine codes and test drove.</p>	Cat	
123	2/11/2015 314240	<p>welded crack in coolant pipe going over the rear axle</p>	Ray	

Service Records

Bus # _____

	A	B	C	D	E
124	2/20-28/2015	314471	<p>check for no front parking lights. Check the fuses and the relay, found the drl relay missing. Installed the relay no change check for current at the lights, none. Pull the switch and check the interlock interface connection. They are ok. Go over the wiring schematic. started tracing the wires verify power ground and original at the relay. jumped the power wire and started looking for the break in the wiring. check current at correctors c 146 and c110. find check and rewired s 109 splice continue looking the break. finally found it in line between the fire wall and the lights. repaired it and reassemble. repaired hole in tail pipe just past the axle. put air line union on 1/4 line at L/ side rear axle. installed an air line union in the air supply line where it is leaking by the rear axle.replaced rear back up alarm</p>		Cat/Ray
125	3/23/2015	320425	<p>LOF, cut a 6inch piece of 4 inch exhaust pipe split it to make a repair sleeve cleaned the rusty metal around the cracked exhaust pipe installed the sleeve and welded it in place, installed a new hanger and painted the area.</p>		Cat
126	4/3/2015	321568	<p>check for oil leak in the engine compartment found the oil filter cap off and making a mess. Spray on engine degreaser and washed off.</p>		Cat
127	4/17-18/2015	329231	<p>LOF. Cleaned the rust streaks from the rear upper cap coming from the clearance light brackets. Replaced the broken right bike rack arm. Tightened the left upper sway bar link bolt, secured the loose block heater cord. Moved the wiring harness and air line off of driveline sling. replaced left front tires, test drive, replaced w/c door cylinders. repaced def door latch</p>		Cat/Ray
128	4/17/2015	329231	<p>check a/c operation both systems inop.</p>		Cat

Service Records

Bus # _____

	A	B	C	D	E
129	4/30-5/15/2015	336933	<p>LOF. Replaced both rear wipers. Disconnect and moved the frozen rusty rear drive line out of the way. Removed the frozen/rusty parking brake drum. Pulled out the spline yoke. Removed the parking brake assembly to access the leaking pinion seal. Removed the parking brake anchor. removed and replaced the leaking pinion seal. cleaned up the oil mess and reassembled cleaned the rusted areas off of the parking brake drum. the u-joint caps and the drum mating surface on the yoke. replaced the wiper blades. recheck for inop a/c system. verified . check pressurs in the system for signals. found no signals low pressure and no condenser motors. observed fender bolt into the a/c hose protectant. removed the right inner fender. opened the hose protectant. the hose is good. recovered evacuated and charged the aux a/c system. recovered the main a/c system. found it low. visually check for leaks. condenser is leaking reported to rod. pulled the a/c aux a/c grill and evap filters washed the filters and reassemble blew out the evaporater. sprayed out condensor. resecured the heater hose going to the back so they are not rubbing on the lower assembly of the bulkhead wall. installed a protecting seal trim on the sharp edges. added dye and charged the main a/c system to identify leaking areas. secured the wiring harness for the aux a/c unit to the rear wall to get it off of the evap filters. replaced the open electrical connectors with insulated ones in the front condenser assembly ffor the pressure switch. worked on frezzing up the frozen rusty a/c lines from their filters on the main a/c condenser reconnected dryer. disconnect the lines and the electrical connections removed the unit for replace /repair. remounted the coolant transfer pump. replaced the bad mounting bushing. replaced the missing retaining screw. installed a new terminal end on the aux a/c compressor connector that pulled out .replaced the front lift door gas cylinder. replaced the front tire T-480. free up the frozen tie rod adjusting sleeve and set the toe. adjusted the parking brake. replaced the broken parking brake cable anchor clamp. removed cleaned lubed and installed the parking brake adjusted stow wheel. installed previously removed right inner fender and reservior.blew out the floor heater top and the wall heater. extened the down draft by tube with syllicant hose as per rod and cleaned the oil mess, lubed the side coversor latches. repaired the broken left door cable. resecured the fan loose lower left side trim in the inside by the seat. removed the air cleaner housing to access the ccv filter. removed it and replaced tright head light. R&R the the aftter treatment temp sensor #1 . Attempted to clear the codes, wont clear. Check signals at all temp sensors. Found sensor #1 now working but #5 not, foud no voltage to sensor #5. wiggled wires light went out code went away. check for the engine shutting sown, visually check for anything being disconnected. check records cleared and reported the codes. check the fuse in the engine compartment and any relays that might be related. all good. and rod to possibly identify no test avable codes. after getting codes definition from rod rechecked tertreatment system fuses and relays. check ohms in sensor #1 and #3. check voltage and ground compared readings to bus 63 order sensor.</p>		Cat/Ray
130	5/26-29/2015	337500	<p>follow up work. Bring in check identify and recorded wire colors and connectors on both after treatment control modules to trace wiring for an intermintent. Countined shut down condition visually inspected the wiring from the emp sensors to the bcm. Did not find a rubbed through wire or corrosion. recheck for codes none active. test drove, codes did not come back, engine did not shut down.</p>		Cat
131	6/30/2015	337500			Cat

Service Records

Bus # _____

A	B	C	D	E
132	7/15-16/2015 338242	replaced the broken retaining clamp for the fuel line close to the filter. Recover and evacuated and recharged the aux system added stop leskcondensor is leaking. Check for loss of power and getting hot. Observed the check engine light on. Relay says it doesn't shift. check for engine codes three active ones are the same as previously reported. check the signal at the after treatment temp sensors all have voltage and ground #5 check the modules signal front and rear and record found no reference voltage on a wire to the back module. trace and identify the wire going to the engine compartment. installed a new cm3 a/c condenser assembly evacuated and recharged added dye. traced wires back to the connectors before the rubber encased connectors at the ecm. found the second brown/green wire grounded. attempted to jumper reference voltage to see if it makes the active code to go away found that this act pulled down the reference volts. reported to rod out back together.;	Cat	
133	7/24/2015 338285	truck courtly safety check, performed safety check found check engine light is on. Cust states check engine light is on, check and advise. Performed engine diagnostics. Check and printed codes, had two active codes for the dpf differential pressure sensor. inspected and found hose unplugged. inspected hose carefully and found they were cracked. replaced hose and hooked up correctly. cleared codes. road tested truck and it drove out good. performed regen and it completed successfully quality control performed quality control check all operation is normal. road tested and performed regen. all operation completed successfully with no issue coming back	RWC	
134	7/27/2015 338354	pretripped to put on line. Replaced the outdated fire extinguisher with a recharged one performed safety check. Performed engine management diagnostics, customer states check engine light is on with low power. Check and advise. Hooked up the computer and checked for codes, had several active codes. Performed troubleshooting and found faulty scr temp sensor module and egr temp sensor. performed wiring testing and all good. 4080 removed sensor for sample. 4091 removed and replaced sensor and temp module. cleared codes and road tested all operation normal performed quality control checks all operation normal.	Cat	
135	9/11/2015 340455	went to casino to check codes on 29 as the bus couldn't run over 1000 rpm, codes no text so I cleared and wrench and engine, red engine stayed on. Started motor and engine would go over 1000 rpm and kept steadily up and at 2000 rpm all codes cleared themselves, drove to shop without any problems.	RWC	
136	9/21/2015 343937	LOF,	Ray	
137	9/27/2015 346696	went to casino and checked codes and found same codes as before. Canceled and that wouldn't clear as motor got rpm up then drove to fire station and it ran just fine. AJ put back on line.	Ray	
138	10/5/2015		Ray	
139	11/15-16/2015 352198	both side center marker lights after tracing wires found corroded wires at rear of bus. Repaired wires and put wires back in place. Booster pump noisy put a new booster pump on front fold down seat brace welded flat washer to make a bracket with a hole to bolt small cylinder back on. upper and middle red rear clearance not working right, put new pigtailed and light in both spots.	Ray	

Service Records

Bus # _____

A		B	C		D	E
	Date	Mileage	Description		Part #s	Mechanic
140	11/25/2015	353771	<p>did pre trip inspection. Check and verify for an intermittent lift check for a signal at the lift tower, no signal voltage. But has battery voltage. Observed missing led signal at the led face plate wiggled wires under the dash. Led signal came back on. removed the trim cover under the steering wheel looking for a loose connection. resecurd the loose lift module. taped up exposed ground wire. replaced a scotch rock connection with a butt conector. reconnected a backed out spade connector. tension bullet type terminal</p>			Cat
141	11/28/2015	355203	<p>LOF. Changed outside filter on transmission only. Did a power steering service but no filter change. Replaced all 4 rear tires with new recaps. T 470. added power klenner to fuel tank. Adjusted are bag leveling on front of bus. Adjusted head lights.</p>			Ray
142	12/6/2015	356962	<p>replaced relay for wiper delay wipers were stopping.</p>			Ray
143	12/28-30/2015	365529	<p>LOF. Top off power steering fluid. Disconnected and load tested the batteries they failed R&R all the batteries cleaned all the terminal ends. Observed the left side interior lights out. Upon checking the fuse I found a burnt electrical connection. replaced the connection. lights now work. check for inop passenger door switch. check the fuse it is ok. pulled the inspection cover and check the emergency lever operation. it is a little loose but ok. found a broken screw on the gear retaining plate. R&R the broken screw. still not working. check out the led on the a&m module it has asginal check for power it is good check the door switch signal they are good found motor hot check the door locking cylinderfound it rough and shorted on. R&R it with a used one off of old 56. added fuel additive to the tank make up a new travel stop cable for the front lift door and replaced the broken one. cleanedthe graffitti off of 2 seat backs. freed up flushed and lubed all door cover latches. R&R the bad screw to last exhaust hanger and its U-bolt. installed a bolt and nut in the middle exhaust hanger rubber where the rivit is missing. found that the block heater was popping the circuit breaker when plug in. isolated the problem to the cord check the electrical end found it internally rusted and shorted. replaced the end.</p>			Cat
144	1/1/2016		<p>Bus 29 Repairs</p>			
145	1/19/2016	374439	<p>LOF, no heat center heater repaired wiring rubbed over frame. No high rear heater replaced relay. No rear marker light replaced led and pigtail. R&R brake peddle pad topped off coolant. Removed the trim from under the steering column. Lowered the steering column removed the shift selector position prawl to access the broken shift tube retaining strap. Observed the prawl is cracking added jb weld to reenforce the tab. replaced the broken strap and reassembled. installed the supply crate the waste basket and the file box removed by rod.</p>			Rod
146	1/21/2016	374439	<p>check the brakes due to the driver reporting that they lost the brakes. Check the brake pedal feels god. There isnt any brake or warning lights on. The brake fluid is good. There isnt any fading or leakage at the master cylinder. Brake pads are ok front and rear front aprox 35% rear aprox 30% lines and hoses ok calipers appear ok. check for codes none active. test drive slammed brakes ok. drake normally ok brakes did not fail.</p>			Cat
147	2/2/2016	375163	<p>R&R right headlight.</p>			Cat
148	2/6/2016	377867	<p></p>			Rod

Service Records

Bus # _____

	A	B	C	D	E
149	2/18-21/2016	383226	<p>LOF. Changed driver side front tires tourqued to 450 lb. welded bike rack topped off def per bus repair list 2 gal.</p> <p>Cleaned and inspected the bearings, they are good. Lubed and installed the bearings and new seals. Sdjusted the bearings, filled with oil and reassembled. Topped off low coolant resivor and pressue tested for leaks. no leaks found at this time. removed front brake pads and moved the calipers for other work. cleaned the pad sliding surfaces, mic the rotors installed the calipers after other work is completed. installed new brake pads. removed the rear clearance light bases grind the rust off of them apply rust inhibitor on them painted them. seat all the abs sensors due to the light being on. check for codes found no communication on the j1537 data link. reported to rod. due to brake warning light being on. check for an engine noise. heard what sounds like bearing noise, listened at the pulleys, alternator, a/c compressor, water pump, tensioner, heard rough bering at laternator tensioner and main a/c compressor. removed belts. noise went away. applied syl glide on belt surface. disconnected the drive line removed the parking brake drum, removed the pinion yoke. loosened and moved the parking brake assembly out of the way. loosened and moved the parking brake anchor out of the way. removed the leaking pinion cage. cleaned up the oil mess the mating surfaces and the shims. applu gear oil formulated rtv to mating areas and assemble. installed a new pinion seal cleaned rust off of u-joint caps and straps. reassembled installed new gear oil. service, allow rtv to cure over 30 hrs. cleaned the seeping seam between the differential housing and the carrier as best as possible and apply rtv to attempt to slow down the leak seep and prevent pulling the differtial carrier from the housing. wire in 4 new electrical connectors for the new rear clearance light. installed the refurbished bases and new lights. rechecked for brake warning light being on and no communication on j1587 data link. check related fuse in the engine compartment. all goodcheck power and ground at the devtsch connector. found no continuity on the ata and curicut open the back of the hcu ecm connector found a non communication wire corroded in too. (continued on next line)</p>	Perry	
150	3/2-25/2016	387320			Cat

Service Records

Bus #

A	B	C	D	E
151	3/2-25/2016 387320	<p>compartment fuse box to access the c146 connector. Check for continuity from the connector to it. Continuity is good. Trace the continuity from the connector to the c146 connector. Continuity is good. Reconnected all connectors. Check for communication. It has communication. Check for an inop right rear side marker light. It is out. Pulled the light. Found corroded off terminal ends. Replaced the ends and installed the light. Check for ABS codes found a code for the right rear wheel sensor being open. Check the continuity at the sensor. It is open. Order part. Removed rear brake pads. Moved brake calipers out of the way for other work. Mic the rotors. Found them close to minimum specs. Reported to rod. Directed to change the rotors. Removed the rotors from the hubs. Cleaned the rust from the mating surfaces. Installed new rotors onto the hubs. After assembling the hubs on the spindles reassembled the brakes. Installed new pads. Observed a leaking right rear hub seal. Reported to rod directed to repair. Remove both rear axle bearings seals. Hubs rotor assemblies. Found left side bearing bad. Drove out left side inner and outer bearing races. Cleaned and inspected right side bearing. Installed bearings into hub rotor assemblies. Installed new seals and reassembled. Removed the rear tires for other work. Rotated them. Washed and painted outer rims. Added 1 drop of oil to the nut washers. Seam washer installed the tires and torqued them to 450 ft lb. Removed the trim from around the rattling rods on the front lift door. Tension the washers around the rods to prevent the rods from rattling. Installed rods and lube there sliding surfaces. Installed trim. Removed the trim from around the rods on the left rear door. Removed the rods and tension the washers to prevent the rods from rattling. Installed the rods and lubed there sliding surface. Reassembled. Made a door stop cable for the lift door due to the original one being broken. Cleaned off the rust streaks from the body under</p>		
152 153	3/2-25/2016 387320 3/26/2016 387321	<p>removed the air cleaner housing and its support bracket removed and cleaned the CCV cover. R&R the CCV filter. Installed the cover and the air cleaner housing. Removed the EGR valve the exhaust gas pressure sensor, the EGR pressure sensor. Cleaned the plugged passages in the intake manifold. Cleaned the plugged exhaust gas sensing tube. Check the EGR mechanical valve. Pulled the air intake pipe. Check the heat grid. Reassemble all. Removed the parking brake. Adjusted wheel while doing other work. Cleaned the threads. Apply marine anti-seize on the threads and reinstalled it. Adjusted the parking brake. R&R the malfunctioning left front ride height valve. Acquired some fender washers and grinded them down to fit into the hole for the lift pendant. Installed them to the back of the broken pendant so it can be properly stored. Removed the trim from around the rear emergency door. Removed the bound up handle and worked with it heat and lube. To free it up. Lubed the latches and the sliding surfaces of the rods. Reassembled. Disconnected and removed the rocker cover. Check and adjusted the valves as needed. Several. Installed the cover and reconnected the breather hoses. R&R the bad right rear ABS wheel sensor. Removed the winter front. Loosened all binding side door cover latches. Cleaned and lubed them. Removed the front tires for hub work and added 1 drop of oil to each nut washer seam. 20. Installed the tires and torqued to 450 ft lb.</p>		Cat Perry

Service Records

Bus # _____

	A	B	C	D	E
154	4/12/2016	390733	brake fluid leaking from worn line towards rear of bus. Removed short stright line and put in new line. Bleed air out and refilled resivor, test drove		Ray
155	4/15/2016	392749	LOF, put new screws in rear emerg door.alarm.		Perry/Rod
156	3/26/2016	387321	repaired exhaust pipe in fron of rear axle. Welded patch on pipe, replaced hanger and 4inch pipe clamp. Replaced exhaust pipe clamp and hanger just behind rear axle. Slide left rear axle spring over to straighten out air bag. Put a large nylon zip tie on each rear leaf spring.		Ray/Perry
157	4/25/2016	399251	check for engine going into power down and check engine light on. Found 9 codes stored 2 active 1 relating to the engine having a condition that derates the engine. Visually check for problems. Found a plugged air filter. Replaced it the light went off. check for an abs light being on. yes relating to the light rear sensor. seated the sensor. check the ohms 1.202 kr. check the reading at the module. vastlyly different. ran out of time.		Cat
158	4/30/2016	400483	replaced right rear outside tire and rim used torqued to 450 ft lb. resealed trans sensor and tightened sway bar bolt made bushing for leveling valve. Put new exhaust hanger and clamp on. LOF. Drained the transmission fluid. Loosened and disconnected theoil cooler return line. Removed theline fitting from the transmission and cleaned the binding threads. Flushed the torqu converter. Reconnected the line R&R the exterior filter and filled with new oil. cleaned wiper blades. removed cleaned and reinstalled the filthy rear light lens. check for engine does due to the check engine light comog on and the engine derating found the same active codes as monday and one inactive one defined as no test available data valid but below normal. looki for defination none found check turbo actuator operation. it is working start visually checking the data communication wires. removed left front tire brake pads loosened and moved the caliper out of the wasy removed the bearing and the hub rotor assembly to access the leaking wheel seal. cleaned the oil mess installed a new seal and reassembledR&R the governor due to time mileage. check the lift for needing adjustment yes the inboard plate wont fully seat. attempted to adjust the miro switches wont adjust. pulled the switch block check the switch arms. they are bent. bent them back stright. installed the block and adjusted the switches until the lift works. torqued the left front tire to 450 ft lb. R&R the DEF filter. tightened the loose seat control assembly.continued to diagnosis for the right rear abs sensor having problems ohm check the wire harness jumper. found wire #523 with excessive ohms. visually check the wore found it corroded and crusty repaired the wire. check and verify for inop a/c system recovered the main a/c system after recovering 5 lbs of refrigerant found it had enough refrigerant to trigger the a/c operation. reinstalled the refrigerant check the aux a/c system pressure. found them insignificant check the signals at the bus bar. found signals to the compressor ok. check for leaks in the aux a/c system electronically and visually. none found. recharged the ssystem and check operation and temperature all good.		Perry
159	4/27-5/4/2016	400483			Cat

Service Records

Bus # _____

	A	B	C	D	E
160	5/16-17/2016	402043	<p>took left rear leaf spring apart and welded pin hole to stop spring from shifting to the side put all back together. Welded in support bracket on frame put 2 new support brackets on left side of frame and put 3 support bracket on the right side. Rattle above driver found cover on read a board loose tightened</p> <p>check for engine codes due to the check engine light being on and the engine derating. Recorded the codes. Check related fuses and relay for the nox sensor. Check the nox outlet sensor. Check the signals at the sensor. Traced the wiring back due to the loss of power found that the fuse had blown. replaced the fuse. rechecked for codes after rod test drove it. found still had the nox out sensor code. pulled sensor and cleaned the end ordered the part.</p> <p>R&R nox sensor hooked up code reader cleared fault codes run bus off and on no faults</p>		Ray
161	5/19-20/2016	402273			Cat
162	5/21/2016	402279	<p>check for a reported engine light being on. Check and recorded engine codes. Found one new code with no test available. Check to make sure connections were connected under neath the bus check the wiring harness in the engine compartment check the fuse in the engine compartment, recheck teh after treatment nox fuse and relay. they are good. chekc all the fuses in the passenger compartment, found one not related shorted to ground. started tracing the trouble code tree. check the turbo actuator connection pins for corrosion bent or bad pins. all were good. check for power of ground both were good. check the after treatment system for damage. none found. removed the intake manifold pressure sensor cleaned it and reinstalled it. check for codes still there. removed and installed another sensor from 66. problem still there reported to rod. check for no power window operation. check the fuse and relay they are good check for power to the fuse it cuts in and out check the main power cable to the fuse box. the signal changes peeled off the heat shrink. resoldered the ends. replaced the fuse power window began to work. check for a power short to ground in the am/fm radio power mirror circuit. check amp draw blew my meter fuse. pulled the dash trim and disconnected the radio didnt make a difference. startee visually checking the wires behind the fuse box interior afterpulling the access trim found one wire rubbed through on a metal frame shorted to ground. insulated the wire protected the nharness andn secured from rubbing through reassembled the interior.</p>		Cat
163	5/25/2016	402279			Cat
164	6/2-17/2016	402279	<p>jacked up the front of the bus. Loosened the DPF Diff pressure lines. Loosened and disconnected the lines from its sensor controller. Spin the lines from the dpfloosened the temp sensor one was severly stuck and removed #2 and 3 sensor. Loosened and moved the after treatment control module out of the was, loosened and removed the dpf for cleaning. observed the doc looking crusty. loosened and removed #1 temp sensor loosened and removed the doc for cleaning. bringing in jacked up check the exhaust pipe. going to the trubo as best as possible for blockage. looks ok. cleaned dpf and doc mating surfaces. cleaned threads for sensors and pipes reassembled the dpf and the doc. installed the temp sensors the pressure lines and the after treatment control module. recheck the wiring harness going to the dpf sensors.</p>		Cat
165	6/16/2016	402279	<p>preped def clamp for welding, welded def clamp.</p>		Perry

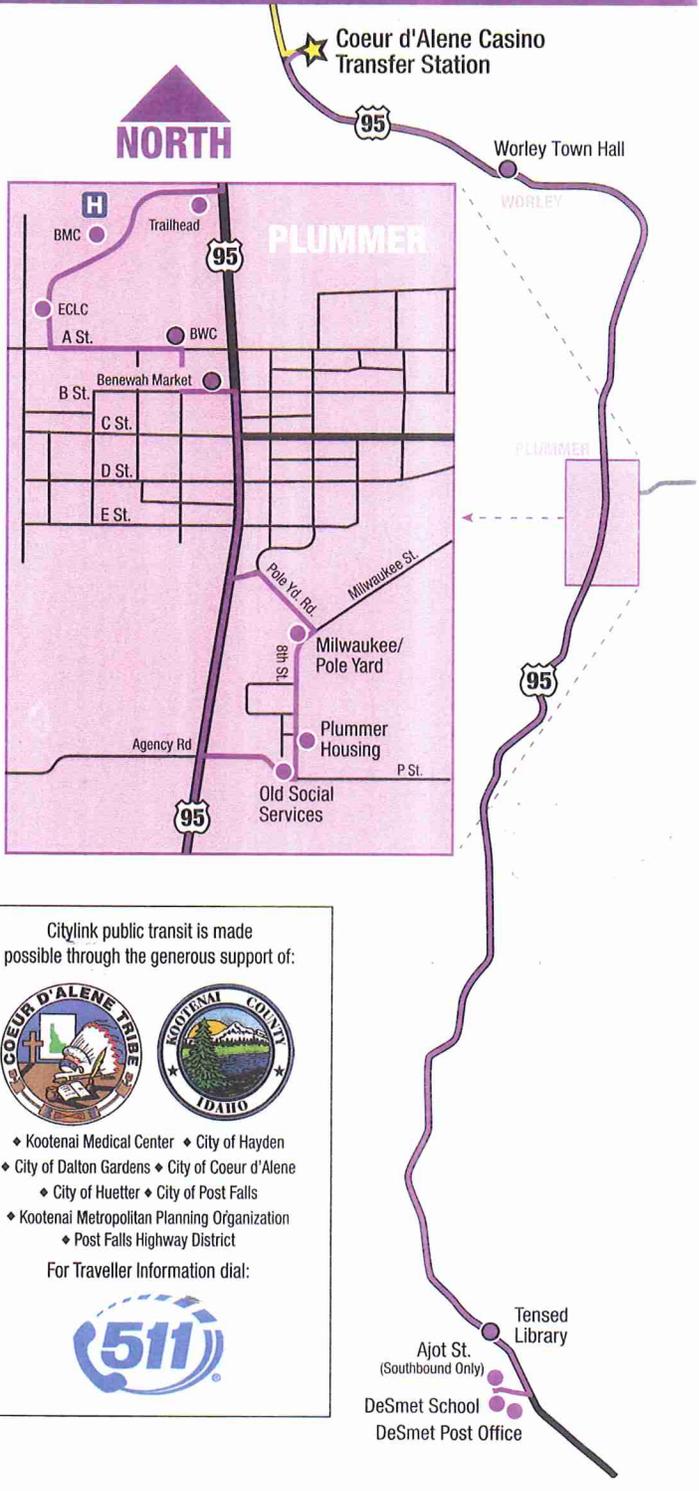
Service Records

Bus # _____

	C			D	E
	A	B			
166	7/10/2016	403942	due to the dash not working the mileage is approx 403942 went to casino to move 29 to back parking lot, was in way for venders, had to pull with honda woundnt go into gear all dash is dead.		Ray/Perry
167	7/13/2016	403952	dash power out found #13 fuse in under hood wrong place replaced #4 fuse with 15 amp fuse which had a 20 amp book calls for 15 amp. Check oil oil was 2 1/2 galons low added 2 1/2 gallons 10 gt total. No rear blinkers side markers wires was causing a problem.		Ray
168	7/13/2016	403952	removed rear half of the exhaust pipe to rebuild. Tried to adjust w/c lift needs new switch. repaired exhaust system. Fabricated from midway back out, welded. Clamped exhaust up, tied wires harness from front to rear used wire looms on 7 tie draw spots, was looking for bad wiring.		Ray
169	7/14-16/2016	403952	check and ran both a/c systems and both cooled good. w/c lift wont fold up. Found the #2 tower micro switch not working right. Replaced with a new switch. Tested and w/c lift goes thru hold cycle with no problems		Perry
170	7/18/2016	404130	check codes due to the check engine light being on after ray went and rescued the bus. Found an active code for the dpf differential pressure being excessive power down the engine. Check the voltages at the pressure control module they are acceptable. Go over record found dpf recently cleaned.		Ray
171	7/27/2016	407556			Cat
172	7/31/2016	407561	T/S high pressure exhaust codes, took known good part off bus 28 put on bus 29. tested then removed and put back non bus 28		Perry
173	8/5/2016	407561	pressure being on. Yes recheck the voltage at the pressure sensor. The voltage differences do not indicate a plugged dpf. Remove the pressure tube and check them for being plugged they are good. blew air through the dpf checking for it being plugged it sounds ok. worked with rod to isolate the wiring schmatic.on line and identify the circuits from the sensor to the ecm. reverify reference voltage and trigger signal at the dp sensor. traced the voltage references signal and trigger and ohm check. the wires from the sensor up to the ecm note was not able to check the voltage at the back of the ecm connector due to lack of room to open the back of the connector with it connected. continuity up to the ecm connector through the wires are good reconnected all connectors installed the tubes and connected to the sensor. disconnected the front exhaust pipe from the dpf to see if it changes the red engine light or the dpf pressure code. it dose not reconnected the pipe found the rear emergency door handle frozen, removed the handle wire brushed the crust off of it. heat and lubed it to work the handle loose. installed the freed up handle.		Cat
174	8/9/2016	407561	put drivers seat in so bus could be taken to spokane nwc		Ray
175	8/23/2016	407651	replaced ccv filter put new ccv filter on		Ray
176	8/31/2016	407651	air leak, inspected m changed resvior dran valve.		Perry
177	9/8-9/2016	407832	remove drivers seat dissembled repaired with parts from another seat, repaired plumb connection installed repaired seat. Washed seat and lubed moving parts.		Perry
178	9/22/2016	408242	checked all lights, pretrip said lights were flickering. Changed front tires torqued to 450 ft lb, put new fire extinguisher in used code reader due to engine light being on. 4 codes, derated, 2 crank lose pressure above normal blow by, body controllers. cleared codes talked with rod about options. voltage below normal on codes 3 and 4. check batteries.		Perry
179					

	Light-shaded times are A.M.					Dark-shaded times are P.M.				
Departs Casino	5:20	7:25	9:30	12:25	2:30	4:35	7:30	9:35	11:40	
Worley Town Hall	5:30	7:35	9:40	12:35	2:40	4:45	7:40	9:45	11:50	
Plummer BMC	5:43	7:48	9:53	12:48	2:53	4:58	7:53	9:58	12:03	
Benevah Market	5:48	7:53	9:58	12:53	2:58	5:03	7:58	10:03	12:08	
Tensed Library	6:07	8:12	10:17	1:12	3:17	5:22	8:17	10:22	12:27	
Arrives DeSmet	6:15	8:20	10:25	1:20	3:25	5:30	8:25	10:30	12:35	
Departs Desmet	6:20	8:25	10:30	1:25	3:30	5:35	8:30	10:35	12:40	
Tensed Library	6:23	8:28	10:33	1:28	3:33	5:38	8:33	10:38	12:43	
Benevah Market	6:48	8:53	10:58	1:53	3:58	6:03	8:58	11:03	1:08	
Plummer BMC	6:53	8:58	11:03	1:58	4:03	6:08	9:03	11:08	1:13	
Worley Town Hall	7:06	9:11	11:16	2:11	4:16	6:21	9:16	11:21	1:26	
Arrives Casino	7:15	9:20	11:25	2:20	4:25	6:30	9:25	11:30	1:35	

Friday, Saturday, & Sunday Only



Citylink public transit is made possible through the generous support of:



- ◆ Kootenai Medical Center ◆ City of Hayden
- ◆ City of Dalton Gardens ◆ City of Coeur d'Alene
- ◆ City of Huetter ◆ City of Post Falls
- ◆ Kootenai Metropolitan Planning Organization
- ◆ Post Falls Highway District

For Traveller Information dial:



- ◆ Not all stops are listed - see map for complete route.
- ◆ The last Rural Route bus, Mon thru Thurs will depart Casino at 10pm.
- ◆ All buses are wheelchair/lift accessible and have bicycle racks.
- ◆ Times are approximate. Be at your bus stop at least 5 minutes early.
- ◆ Service animals are welcome.
- ◆ Front seats are reserved for senior citizens and disabled passengers.
- ◆ Please wait for passengers getting off the bus before boarding.
- ◆ Never cross in front of the bus unless it is stopped at a red light.
- ◆ Shirt and shoes are required to ride the bus.



Habla espanol? 877-941-7433
 For more information go to www.idahocitylink.com
 Lost and Found 800-523-2464, ext. 7238
 July 2014





October 20, 2016

Public Transportation Division
Idaho Transportation Department
3311 W. State St.
Boise, ID 83707

Re: 5339 Grant Application

Dear Grants Officers,

Attached is our grant application for two new buses.

This project is an opportunity for SPOT to become a huge economic driver for our community. It represents what is possible when the private sector teams up with the public transportation world. The outcome can cause dynamic positive change for all the residents of Bonner County.

Thank you for your part in making a difference to the lives of many people

Marion Johnson
Operations Manager

Selkirk Pend Oreille Transit Authority
3656 HWY 200 Box 8
Ponderay, Id 8385
208-304-2216 spot.marion@frontier.com

5339 One-Time Capital Application FY 18-19

SPOT Authority

Section 1: Demonstration of Need

Summary: SPOT has a service plan to extend the Blue Route, operating funds, and a major private funding partner. SPOT does not have any equipment to begin the service.

This application is requesting funding for two buses to extend our existing Blue Route from the base of Schweitzer Mountain to the ski village. Our complete plan for the extension of the service requires a total of four vehicles. We can phase into the completed service over several years as we acquire the needed equipment.

The Bonner County area is heavily dependent on tourism. Our Lake Pend Oreille and Schweitzer Mountain are the major attractions for tourist. The development of the SPOT bus system has already had a profound impact. In the first year of SPOT operation, Schweitzer Mountain Resort was able to increase the number of ski groups coming to Schweitzer by a factor of four. Businesses in Sandpoint report more skiers in town as the result of SPOT.

The original design of the Blue Route was intentionally laid out to provide coverage to the hotels and downtown areas of our community. One end of the Blue Route is at the Red Barn, the local name for the base of Schweitzer Mountain. The Red Barn is a park and ride that is serviced by SPOT going into town and Schweitzer Mountain Resort bus service going up mountain access road to the village.

We are certain, based on the experiences of ski areas around the county, that a seamless transit system between the hotels, restaurants and the residential areas will cause economic growth for the entire community.

For some time it has been the desire and plan of Schweitzer and SPOT to consolidate the services. Records of passenger loading on the Schweitzer operation have been kept and analyzed. These records show the ridership for the entire season. We know exactly how many riders are on each trip up the mountain. We have used this data and the experience learned by Schweitzer Mountain Resort to develop specifications for the type of bus needed for the service. In addition, we contracted with SHIFT Community Solutions to help select the proper equipment for the service and make service recommendations.

Our current vehicles are too small and are not equipped properly for mountainous terrain.

Schweitzer has offered to turn over their existing fleet of buses to SPOT to operate the service. This offer is appreciated but it is not an acceptable proposition. The buses do not meet FTA standards. The condition of the buses are poor having been purchased used by Schweitzer Mountain Resort. The Schweitzer buses do not have wheel chair capacity.

The current 5311 grant for 2016-2018 has operating funds to deliver the service. Schweitzer has budgeted a sizable donation of \$50,000 annual for operating match plus all the capital match to secure the kind of buses needed for the service.

We know that this extension of the Blue Route will add at least an additional 65,000 rides annually to the SPOT ridership.

5339 One-Time Capital Application FY 18-19 SPOT Authority

Section 2: Project Description

The scope of this project is to extend the existing Blue Route to the ski village on Schweitzer Mountain. The Blue route starts in Sandpoint passing through residential neighborhoods, downtown Sandpoint, past the major hotels in the area and terminates at a park-n-ride at the base of Schweitzer Mountain. This area is known as the Red Barn. From the Red Barn a separate system operated by Schweitzer Resort take the passengers to the ski village. SPOT currently serves the Red Barn on an hourly schedule. Schweitzer services the red barn on a half hour schedule in the A.M. and an hourly schedule in the P.M.

The scope of work is dependent on the number of buses that SPOT is able to acquire. For full service expansion to be achieved, SPOT would need four additional buses. Under the full plan, we would increase the Blue route service from hourly to half hour service. Under the full plan we would be incorporating the Schweitzer bus service schedule between the Red Barn and the ski village in to the Blue Route schedule. The current Schweitzer bus schedule is shown below.

Monday through Friday	
UP- LEAVING RED BARN	DOWN - LEAVING VILLAGE
6:30am	N/A
7:00am	7:00am
7:30am	7:30am
8:00am	8:00am
8:30am	8:30am
9:00am	9:00am
9:30am	9:30am
10:00am	10:00am
10:30am	10:30am
11:00am	11:00am
11:30am	11:30am
12:00pm	12:00pm
Switches to HOURLY	12:30pm / switches to hourly
1:00pm	1:30pm
2:00pm	2:30pm
3:00pm	3:30PM
4:00pm	4:30PM
5:00pm	5:30PM
NIGHT SKIING	
Fridays, Saturdays, & select Holidays	
UP - FROM RED BARN	DOWN - FROM VILLAGE
4:00pm	4:30pm
5:00pm	5:30pm
6:00pm	6:30pm
7:00pm	7:45pm

5339 One-Time Capital Application FY 18-19 SPOT Authority

8:00pm	8:30pm
Saturdays, Sundays & Holidays	
UP - LEAVING RED BARN	DOWN - LEAVING VILLAGE
6:30am - first bus up	7:00am - first bus down
Every Half Hour	Every Half Hour
5:00pm - last bus up	5:30pm - last bus down

Under the full plan, there would be four buses running on the Blue Route. There would be a two hour headway for each bus yielding half hour service at each stop in each direction. The extended service would only run Fri during ski season (Mid-December through Mid-April depending on snow). Service would also be put into place during the summer months when major events are being held on the mountain. One example is Fall Fest which has attendance of about 5,000 visitors per day.

The current SPOT service schedule is shown below



5339 One-Time Capital Application FY 18-19

SPOT Authority

The expanded route would interconnect with the Selkirk Recreation District Shuttle Service which operates on the mountain serving the homes and condos on the roads in the Schweitzer village and surrounding area.

The exact service will be determined as we acquire equipment. We realize that asking for four buses would consume nearly all the available funds in the grant offering and would be unreasonable to request or expect full funding for the project. We will phase into the project. With two pieces of equipment we would be able to take over half of the service. Stopping at the Red Barn once an hour in both directions.

This project will require buses that are especially equipped. The specifications include:

- Ford Frame
- 34 to 36 Passenger
- Gas Engine
- Antilock Brakes
- Transmission Retarder
- Rear Air-conditioning
- Rear Heater
- Mirrors- Heated
- Passenger Mirror
- Drop Chains
- Cameras
- Programmable Signs
- 2-Way Radio
- ADA Wheelchair Lifts
- Ski Racks
- Bike Racks

The estimated cost of the buses and auxiliary equipment are \$160,000.00 each for a total Phase 1 purchase of \$320,000.00

Section 3: Project Planning

The expanded Blue Route clearly fills need the need for transportation service since it is combining two existing operations. The service area will be extended from the Red Barn approximately nine miles up Schweitzer Mountain Road. An intermediate stop will be added at the Fire Station when addition parking is needed on crowded ski days.

Planning for the expanded route began about four years ago with a request from the Schweitzer Resort management. At that time Schweitzer proposed SPOT taking over the mountain transportation. Talks continued on and off between Schweitzer and SPOT. The SPOT Technical Committee began discussing the possibility and developing various scenarios for service.

5339 One-Time Capital Application FY 18-19 SPOT Authority

Two years ago, SPOT created a five year strategic plan. Consolidating the Schweitzer system into SPOT was included in the plan. At the same time, Schweitzer Mountain Resort had hired a world class ski resort planning consultant to come up with growth plans. The consultant had Olympic ski village and major ski resort planning experience. His number one suggestion for Schweitzer was to improve the transportation connection with urban area below. At this point, the common goal of a consolidated system was part of both organization's strategic plans.

Schweitzer then agreed to incorporate funding in their annual budgets for the operations and capital purchases needed for the expansion.

SHIFT Community Solutions was contracted to develop various planning tools and programs. The scope of their work included the expanded Blue Route service. SHIFT recommended bus size and features. SHIFT also recommended going to half hour service on the Blue Route as a general year round improvement. SHIFT cited the proven phenomena that reducing frequency from one hour to one half hour will more than double the ridership on a given route.

Support for the improved service is widely accepted in the community. The Bonner County Economic Development Corporation is behind the project. Support also comes from SALT, Sandpoint Area Lodging and Tourism, and the Greater Sandpoint Chamber of Commerce. Every citizen informally poled endorses the idea.

The time line for service introduction is:

- October 2016 – Grant Application Due
- October 2016 to April 2017 – Tentative approval of grant and final service decisions based on number of buses awarded.
- April 2017 – ITD Board Approval
- May 2017 – Request permission to pre-order buses.
- May 2017 – Order new buses
- October 2017 – Grant open
- November 2017 – Buses received.
- December 2017 – Winter operations begin.

This project will require the hiring of 6 to 8 additional drivers.

SPOT is a non-union operation.

Extension of the service to the village will make a seamless connection to the ski village. Currently SPOT riders must transfer at the Red Barn. Visitors to our community will be able to ride directly from lodging to the ski village, a practice in place in most ski areas throughout the United States.

5339 One-Time Capital Application FY 18-19

SPOT Authority

Section 4: Project Benefits

The goal of this route extension is to increase the accessibility of the citizens and visitors to the ski area.

The project will greatly increase the efficiency of the SPOT system. When fully implemented, annual ridership will increase from around 85,000 rides per year to over 150,000 rides per year at current levels. This does not include growth from increased route frequency, increase visitors do to marketing efforts by Schweitzer, or summer events. It is easily to predict that the expansion could double SPOT ridership in just a few years. The impact on efficiency will be enormous. The cost per ride will drop dramatically.

By providing improved public transportation, fewer cars will be traveling the twisting nine mile up hill road to the village. Winter travel is often difficult. Many visitors arrive from Spokane and points beyond unprepared for the final nine miles. Travel conditions can be idea in the valley and treacherous on the mountain road. Properly outfitted buses with chains, breaking systems and appropriate transmission ratios will greatly increase the safety on the road.

Sandpoint and Ponderay residents plus hotel visitors will be more inclined to leave their vehicles behind and use public transportation. This will improve the general mobility of the citizens and reduce the emissions.

By improving the connection between the urban area and Schweitzer Mountain Resort, SPOT will be able to enhance the economic welfare of the entire community. Schweitzer hires and additional 600 employees in the winter. These are service jobs. The better connection will make it easier and less expensive for employees to get to work. Schweitzer will be able to market the improved connection. Schweitzer attends ski conventions around the county. The Chamber of Commerce reports visitors have stated that they will only go to ski areas with public transportation. The expanded service will enhance the likelihood of skiers selecting our community for their vacation.

Section 5: Project Service/Evaluation

The project success will be evaluated empirically by two methods. The methods are ridership and out-of-area visitors to Schweitzer. SPOT will use total boardings on the Blue Route and increased boardings on the Blue Route at all stops other than the Red Barn. The data can be compared to previous year's performance. SPOT can also access visitor increase to Schweitzer by zip code. Schweitzer tracks this data. While other outside influences effect this measurement, it will still be an indication, over time, of the impact of improved transit service. The measurements are subject to weather influence both on the positive and negative side.

SPOT can do community and rider surveys to evaluate satisfaction and use.

This is a capital project. We expect to be able to use the buses for many years. With financial support from Schweitzer the project will be sustainable through the normal grant and match sources.

5339 One-Time Capital Application FY 18-19 SPOT Authority

Section 6: Project Budget

Fiscal year 2017 Project Budget Request				
		Subrecipient	Selkirks Pend Oreille Transit Authority	
		Agreement Term	October 1, 2017-September 30, 2018	
		Contact Name	Marion Johnson	
		Address	31656 Hwy 200, Box 8, Ponderay, Idaho, 83852	
		Phone Number	208-263-3774	
		Grant	Capital, Planning, Marketing 80/20	
		5339	Total	Federal
			\$ 320,000.00	\$ 256,000.00
				\$ 64,000.00
Total Project Cost	Total Federal Request	Total Match Needed		Scope of Work
\$ 320,000.00	\$ 256,000.00	\$ 64,000.00		
				Purchase of two buses to expand the existing Blue Route.
		Selkirks Pend Oreille Transit Authority		
		Subrecipient Printed Name		
		Marion Johnson		
		Subrecipient Signature		
		18-Oct-16		
		Date		

Letters of Support

The following organizations have prepared Letters of Support:

1. Schweitzer Mountain Resort
2. Bonner County Economic Development Corporation (BCEDC)
3. Sandpoint Area Lodging and Tourism (SALT)
4. Greater Sandpoint Chamber of Commerce



BONNER COUNTY

Economic Development Corporation

October 18, 2016

Public Transportation Division
Idaho Transportation Department
3311 W. State St.
Boise, ID 83707

Re: SPOT Grant

To Whom It May Concern:

The Bonner County Economic Development Corporation supports the effort of Schweitzer Mountain Resort and Selkirks Pend Oreille Transit to provide fluid and easy to use public transportation between our major commercial districts and the ski slopes.

Our role is to help provide an environment for the economic prosperity of Bonner County. Transportation is a key component to business development and increasing our quality of life. Public and private partnerships like this will benefit the entire area.

Please give serious consideration to their request for capital funding. This project is a valuable economic tool.

Thank you,
Paul R. Kusche,
Executive Director

BCEDC
231 N. Third Ave.
Sandpoint, ID 83864
(208) 265-6402

10/19/2016

Devin Marks
Sandpoint Area Lodging & Tourism
Chairman

Attention :
Public Transportation Division
Idaho Department of Transportation

Greetings from the North!

Thanks for the opportunity to address you in regards to the grant request submitted by Selkirks - Pend Orielle Transportation (SPOT). On behalf of the Sandpoint Area Lodging & Tourism (SALT) group and the 30 plus properties & management companies it represents in Bonner County we wholeheartedly support SPOT's capital request for funding additional busses to expand the service corridor up to Schweitzer Mountain.

Lodging providers, along with businesses, residents, employees, and tourists all recognize that a convenient and reliable connection to Schweitzer Mountain translates into greater quality of life for local residents, economic growth, and a vastly enhanced community connection between these municipalities and Schweitzer. SALT and it's contingency of local lodging properties have long supported SPOT, encouraging voters to add the bed tax that helped SPOT get off the ground in hopes that this seamless connection could one day happen. Given the built in demand and massive support, I cannot imagine another funding request that could provide such a clear example of guaranteed success as this service extension would provide.

We greatly appreciate all that the IDT has done to help us blossom into the wonderful community transportation that we have today and we eagerly anticipate the opportunity to grow it further. Thank you so much for your thoughtful consideration of this grant request.

Thank you

A rectangular image showing a handwritten signature in blue ink on a light-colored background. The signature appears to read "D. Marks".

Devin Marks
Chairman
Sandpoint Area Lodging & Tourism



Proudly serving our business partners in North Idaho and Eastern Washington

October 18, 2016

Idaho Transportation Department
3311 W. State Street
Boise, ID 83707

RE: Selkirks-Pend Oreille Transit (SPOT Bus)

To Whom It May Concern:

The Greater Sandpoint Chamber of Commerce is writing to express support for the Schweitzer Route expansion on behalf of the Businesses, Tourists and Citizens of the Greater Sandpoint Community. The Chamber has been involved since the development of the SPOT Bus and has supported its strategic plan to be a win-win for the local economy connecting visitors between the mountain and the surrounding communities to shop, eat and play. Local residents rely on the system in getting to and from work, school and services.

With the addition of SPOT we have discovered a new tourist demographic: those who only go to ski resorts with public transit. Year after year we are seeing more of this demographic and it makes perfect sense both economically and practically to expand the number of buses SPOT has in service.

Economically and environmentally the Selkirks-Pend Oreille Transit has benefited our small community. It is with great pride and honor that we support the expansion of the Schweitzer Route.

Sincerely,

Kate McAlister

Kate McAlister
President/CEO
Greater Sandpoint Chamber of Commerce



Administrative Offices and Visitor Center

231 North Third Avenue ▪ P.O. Box 928 ▪ Sandpoint, Idaho 83864

p. 800.800.2106 or 208.263.2161 ▪ f. 208.265.5289 ▪ SandpointChamber.com ▪ info@sandpointchamber.com

5339 One-Time Capital Application FY 18-19

Submitted by: Regional
Public Transportation
Inc., dba SMART Transit

Submitted October 20, 2016

Section 1: Demonstration of Need

Demonstration of Need for Public Transportation Funding: (3 page maximum, single sided) Applicants should demonstrate the need for the service/project in their local area.

- Include a description of any data analysis conducted.

The City of Moscow, during development of the city's Transportation Plan, contracted with Nelson and Nygaard to conduct surveys related to transportation. A Ridecheck Analysis and Onboard Passenger Survey were completed for transit services in 2012.

The City of Moscow also conducts a citizen survey every two years soliciting input on city services including transit.

SMART Transit is planning an updated passenger and community survey in Fall/Winter 2016.

- Discuss efforts, either qualitative or quantitative that were undertaken to determine need.

Regional Public Transportation Inc., dba SMART Transit's services are targeted to all community members who want a low cost, sustainable mode of transportation, but specifically to low-income, elderly and individuals with disabilities as these are populations that may not have any alternatives.

SMART is requesting funds for improvements to transit customer communications and information. Specifically, funds are needed to provide additional and improved resources to the general population, persons with disabilities and the elderly.

Based on the Ridecheck Analysis and Onboard Passenger Survey (2012) completed by Nelson and Nygaard, the majority of SMART Transit fixed route riders are low-income – 51% of respondents reported a yearly income of less than \$15,000.

The City of Moscow 2014 Citizen Survey conducted deemed that 66% of respondents felt better transit schedule information and marketing was a moderate to very high transportation investment priority. According to the same survey, 25% of respondents were aged 65 or older.

According to the 2014 Disability Statistics Annual Report, A Publication of the *Disability Statistics & Demographics Rehabilitation Research & Training Center*, 10.5% to 12.6% of the 2013 Idaho population aged 18-64 living in the community had a disability; while 38.2% to 45.5% of those 65 and older living in the community had a disability. 8.3% to 10.4% of the 2013 Idaho population aged 18-64 had cognitive, visual or hearing disabilities.

A University of Idaho (UI) business course is conducting a survey of SMART Transit's services that will be distributed to the entire student body. Deliverables include feedback from the UI students in regard to usage and awareness of transit service. This information will assist SMART Transit's efforts in enhancing tools and technology the student body is seeking to navigate the system.

Section 2: Project Description

Project Description: (4 page maximum, single sided) Provide a concise project description, specifically detailing the proposed project for which funds are being requested and how the project addresses the scope and objectives of the program. If the project was previously funded by ITD, explain what was funded.

- Include detailed Scope of Work including but not limited to hours of service, counties and cities served (service area), mode, and populations served.

SMART provides safe, efficient and cost effective mobility options in the City of Moscow in Latah County for access by the general public, as well as individuals who may not have any other means of transportation. Public transportation is a viable option for individuals who choose a more economical and environmentally friendly mode of transportation.

SMART provides two basic services in the City of Moscow which includes fixed route and demand response (Dial-a-Ride). SMART Transit's fixed route service started in January 2004 and consists of two loops, one on the east side (5 miles long) and the other on the west side (4 miles long) of town. The buses operate between 6:40 a.m. and 6:00 p.m. Monday through Friday and are fare-free. Alternating on the half hour with a common layover period at the Moscow Intermodal Transit Center on the UI campus, 2 variations of each of the East & West Routes serve many of the communities' schools, commercial and medical destinations. Expansion to the fixed routes is planned for the current fiscal year.

The Dial-A-Ride service has operated in Moscow since the 1990s and operates during the same hours as the fixed routes within the city limits of Moscow or $\frac{3}{4}$ mile from the fixed route, whichever is greater. The Dial-A-Ride is a demand response and ADA Complementary Paratransit service provided to individuals with disabilities, elderly, Medicaid patrons, as well as general population riders. Dial-A-Ride is a door-to-door/curb-to-curb service requiring advanced scheduling. ADA patrons, individuals that meet specific requirements under the Americans with Disabilities Act, ride at no cost. No restrictions are placed on trip purpose or number of trips. General Public riders pay a small fee of \$1.50 per trip. SMART also promotes connectivity in mobility options by acting as a ticket agent for Northwestern Trailways and Greyhound intercity bus services.

In 2015, 169,859 rides were provided on fixed route and Dial-A-Ride services combined.

The specific Scope of Work for this application contains the following:

1. Real-time bus location web browser/smartphone application, stop annunciators and/or visual stop announcement/multimedia display equipment
2. Improvements and rebuild of the current website www.smarttransit.org

The request for bus equipment has not been funded by ITD in the past. The technology of automated vehicle location (AVL) and route information in GTFS format has been funded by ITD within the 511 and Routematch projects. However, the missing piece in this technology is linking the AVL/geo-location of the vehicle to its estimated arrivals on route to the customer in a real time information portal. Stop annunciators and display equipment will better assist riders with disabilities, visual and hearing impairments, as well as new riders and limited English proficiency individuals.

Regional Public Transportation Inc. dba SMART Transit
5339 One-Time Application FY18-19

SMART rebuilt its website in 2014 under its general operating funds. The website has met ITD’s minimum requirements for compliance. However, the website has fallen short on usability on mobile platforms as well as for individuals with disabilities and improvement is necessary.

	Project Cost	Federal Request	Match
Real-time bus location smartphone app			
Stop annunciators			
Stop announcement/multimedia display equipment	90,000	72,000	18,000
Website/mobile infrastructure rebuild	10,000	8,000	2,000
Totals	100,000	80,000	20,000

- Discuss rider origination and destination location.

The origination and destination locations include medical, educational, shopping, recreational, high density residential and downtown areas.

Section 3: Project Planning

Project Planning and Coordination: (3 page maximum, single sided) In this section, the applicant should describe how the proposed project was developed and demonstrate that there is a sound basis for the project and that it is ready to implement if funded.

- Describe how it meets the needs of the service area identified in detail, and describe the Project Development Process

The City of Moscow 2014 Citizen Survey conducted deemed that 66% of respondents felt better transit schedule information and marketing was a moderate to very high transportation investment priority.

According to the Nelson and Nygaard survey, 25% of Moscow respondents were aged 65 or older.

According to the 2014 Disability Statistics Annual Report, A Publication of the *Disability Statistics & Demographics Rehabilitation Research & Training Center*, 10.5% to 12.6% of the 2013 Idaho population aged 18-64 living in the community had a disability; while 38.2% to 45.5% of those 65 and older living in the community had a disability. 8.3% to 10.4% of the 2013 Idaho population aged 18-64 had cognitive, visual or hearing disabilities.

The requested tools and website improvements will assist current and new riders navigating the system. Real-time transit information, both waiting to board the next bus as well as onboard the bus navigating the next stop, will enhance the user experience. This technology, as well as auditory stop annunciators and visual display stop announcements will make using transit more convenient for all riders and easier to navigate for riders that require some additional assistance due to unfamiliarity with the routes; difficulty understanding spoken English; or have visual, cognitive and hearing impairments.

SMART is in the process of information gathering for these technologies. Attendance at various conferences and vendor expos has proven critical in obtaining information on the types of systems that exist.

- Describe coordination with local stakeholders on project development

Coordination with stakeholders for various projects includes the general population of the City of Moscow, Latah County, Moscow City Council and Transportation Commission, the University of Idaho administration and Associated Students, the Chamber of Commerce, various living groups, and local businesses, as well as SMART Transit's Board of Directors.

The usability of public transportation is necessary for the community to embrace and support transit, therefore providing current and potential riders the necessary tools to access the system effortlessly. This is a high priority to stakeholders and the community.

- Provide detailed project timeline and milestones for project delivery

The procurement process will begin after funding awards are announced and project delivery for each component will be finalized by September 2018.

- Provide required NEPA worksheet if applying for a capital grant that will be "moving dirt"

N/A

- Staffing Levels

N/A

- Labor Unions

N/A

- Coordination and inclusion with Minority and Low-Income Populations

Based on the Ridecheck Analysis (2012) completed by Nelson and Nygaard, the majority of SMART Transit riders are low-income – 51% of respondents reported a yearly income of less than \$15,000. SMART Transit's fixed route system is fare-free due to the considerable contributions by local agencies, allowing for those on a low or fixed income to get to and from necessary destinations throughout the community.

SMART Transit's website offers information about services provided and schedules and brochures are distributed throughout the community. Distribution network locations include the Public Health Department, CHAS non-profit health clinic, grocery stores, major medical facilities, UI Student Housing and several senior housing complexes such as Good Samaritan Village, Aspen Park, and Creekside Properties. The UI International Programs office and the Dean of Students distribute local and regional transportation options on a USB flash drive to all incoming students during orientation. Periodically, SMART attends the Latah County Human Needs Council monthly meetings. Some non-profit and other agencies represented on this council include property management companies that provide low income housing options, Family Promise of the Palouse, St. Vincent de Paul, Disability Action Center, and the Center for Civic Engagement.

Section 4: Project Benefits

Project Benefits: (3 page maximum, single sided) In this section applicants should identify expected project benefits, including basic goals and objectives for the project. Applications should address how the project will:

- Improve efficiency or increase ridership;

Real time technology, stop announcement equipment as well as an improved website will make the system more attractive to users and potential users, increasing ridership. Navigating the system should be as effortless and convenient as possible, especially for individuals that need the additional assistance due to disabilities. The additional tools available to the community will improve the experience for existing riders and improve users' ability to navigate the system, consequently increasing mobility and ridership.

- Improve safety;

Real time technology will allow riders to be at the bus stops no longer than necessary. This will decrease the wait times at bus stops, where the rider may be alone and in the dark.

- Improve mobility;

The requested tools and website improvements will assist current and new riders navigating the system. Real-time transit information, both waiting to board the next bus as well as onboard the bus navigating the next stop, will enhance the user experience. This technology, as well as auditory stop annunciators and visual display stop announcements will make using transit more convenient for all riders and easier to navigate for riders that require some additional assistance due to unfamiliarity with the routes; difficulty understanding spoken English; or have visual, cognitive and hearing impairments.

- Support local economic development and expand economic opportunity

Both services allow elderly, low income, and persons with disabilities to function independently in the Moscow community at no or little cost. Rides are not limited to medical, educational and employment. Many seniors ride the bus the Senior Meal Site every Tuesday and Thursday at the 1912 Center. Several riders with vision impairments ride the bus to the Blind and Diabetic Support group on Wednesdays. Other riders go to beauty salons, laundromats, art galleries, volunteer opportunities, or visit friends. People who would otherwise require a significantly greater amount of public support to continue living at home can remain in their homes longer and still lead an active lifestyle. Individuals with limited income can travel to and from work, school, shopping and medical services without the need for increasingly expensive personal conveyance. Community benefits include traffic, pollution and parking congestion mitigation.

Section 5: Project Service/Evaluation

Project Service and Evaluation: (2 page maximum, single sided) In this section applicants should describe the methodology that will be used to measure and evaluate the project and determine the project's value to the community.

- Describe how the applicant intends to evaluate success of the project. Include in the description what data will be collected and relevant to the specific measures.

SMART's programs are continually evaluated based on multiple measures. For instance, evaluation of the programs is overseen by the Idaho Transportation Department Public Transportation (ITD-PT), and SMART Board of Directors. Management continually monitors operations to ensure effective and efficient service is provided to Dial-A-Ride and fixed route riders. The intended outcome will be accomplished if, at the end of the budget year, a consistent or improved level of service was maintained and done so by staying within budgetary parameters.

Transit services are measured by the numbers of rides provided, whether the rides were on time, and if demand was met. Ridership data is an important measure and will assist in determining the usability of the service through the new service. Basically, the more rides provided without complaint, the more satisfied customers. However, SMART is very aware of passenger satisfaction. The phone number is prominent on every bus as well as the website and brochures for customer feedback. SMART tracks complaints, as well as other daily events on a daily event log. Drivers and dispatch staff also convey all specific client concerns.

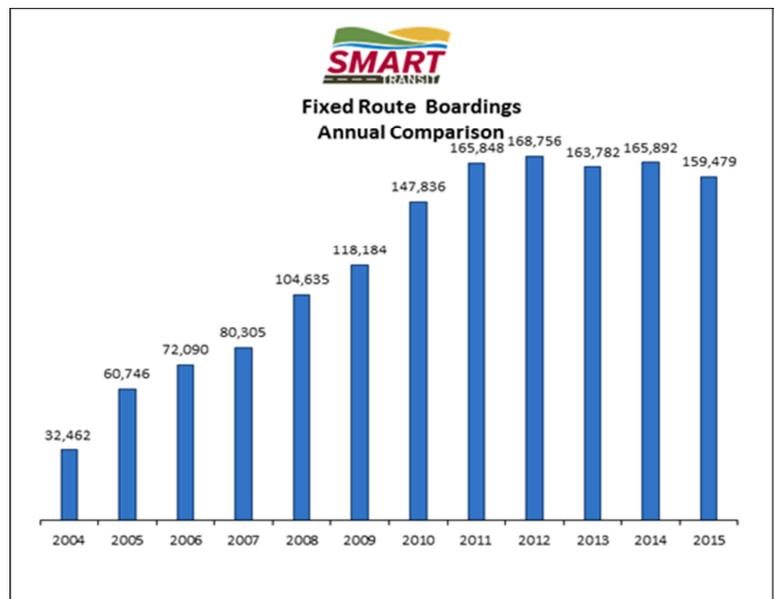
- Describe how community information and continuous input will be used to evaluate the project's value.

SMART has developed a relationship with the District 2 PTAC representative. SMART's Executive Director attends PTAC meetings and ITD board meetings, whenever feasible, and participated as a member on the ITD Mobility Management Task Force as well as CTAI Board of Directors.

The City of Moscow Transportation Commission coordinates locally between modes including bike-ped, sidewalks, transit, and personal automobiles. SMART assisted the City of Moscow and University of Idaho in collaboration to build the Intermodal Transit Center, which has since become a symbol of coordination and pride in the Moscow community.

SMART provides program information on service schedules and brochures. Service information is also promoted on its website, www.smartrtransit.org. Service information, rider alerts, and promotional stories and events are provided on SMART's Twitter page (@MoveSmartMoscow) and Facebook page.

SMART participates in many local events to increase visibility of the services it provides, such as the City



of Moscow's Art Walk, Poetry on the Busses which showcases local artists on bus interiors, city-sponsored "block party" events, and the "Family Fair"—a new event providing resource information for families.

SMART participates in "Palousafest," a UI event that welcomes those new and returning to campus. The event is a perfect opportunity for members of the community, faculty and staff to learn more about opportunities in the area; and the Student Activities and Information Fair ("Uldaho Bound"), an event for newly admitted students and parents at the UI.

- Expecting the project under this grant to be successful, describe how the agency plans to sustain the service/project after the end of the grant period.

The funds requested are for one-time up-front costs associated with the Scope of Work. Ongoing maintenance costs will be incorporated into SMART's operating budget.

Section 6: Project Budget

See Attachment A for required Project Budget

Fiscal year 2016 Project Budget Request

Subrecipient	Regional Public Transportation Inc dba SMART Transit
Agreement Term	October 1, 2016-September 30, 2017
Contact Name	Jenny Ford, Executive Director
Address	PO Box 3854, Moscow, ID 83843
Phone Number	208-883-7165

Grant 5339	Capital 80/20	
	Total	Match
\$ 100,000.00	\$ 80,000.00	\$ 20,000.00

Total Project Cost	Total Federal Request	Total Match Needed
\$ 100,000.00	\$ 80,000.00	\$ 20,000.00

Scope of Work

1. Real-time bus location web browser/smartphone application, stop announcements and/or visual stop announcement/multimedia display equipment
2. Improvements and rebuild of the current website www.smarttransit.org

Jenny Ford
 Subrecipient Printed Name

 Subrecipient Signature
 20-Oct-16
 Date

University of Idaho

Division of Infrastructure

Administration Bldg. 209
875 Perimeter Drive MS 3162
Moscow ID 83844-3162

Phone: 208-885-2127
Fax: 208-885-7539

October 19, 2016

Idaho Transportation Department
Mark Bathrick, Public Transportation Manager
P.O. Box 719
Boise, ID 83707-1129

RE: 5339 One Time Grant Opportunity (FY18-19)

Dear Mr. Bathrick:

On behalf of the University of Idaho, we support the application by Regional Public Transportation, Inc. (dba SMART Transit) to ITD for 5339 One-Time Capital funding opportunity in District 2.

SMART is requesting transit real-time rider information, on-board ADA stop announcement information display system, and website infrastructure to better accommodate users with disabilities. Transit related technology will assist in making this mode of transportation more convenient and attractive, and in turn, increase ridership.

We value our collaborative working relationship with our partners in public transportation including SMART and the City of Moscow. The Moscow Intermodal Transit Center, located on the UI campus, has raised awareness and value of the accessible and affordable public transportation options in our community, as well as the intercity service provided by Northwestern Trailways. The availability of these additional technology tools to our staff and students will improve the experience for existing riders as well as new populations entering the community.

On behalf of the University of Idaho, I respectfully request ITD to support public transit services in Moscow by approving SMART's application for this funding opportunity.

Thank you for your consideration.

Sincerely,



Daniel Ewart
Vice President for Infrastructure & Chief Information Officer



Heart of the Arts



Bill Lambert
Mayor

Art Bettge
Council President

Jim Boland
Council Vice-President

Kathryn Bonzo
Council Member

Walter Steed
Council Member

Gina Taruscio
Council Member

John Weber
Council Member



Gary J. Riedner
City Supervisor



City of Moscow, City Hall
c/o Gary J. Riedner, City Supervisor
206 East 3rd Street
P.O. Box 9203
Moscow ID 83843
Phone (208) 883-7000
Fax (208) 883-7018

Website: www.ci.moscow.id.us
Hearing Impaired (208) 883-7019



October 19, 2016

Idaho Transportation Department
Mark Bathrick, Public Transportation Manager
P.O. Box 719
Boise, ID 83707-1129

RE: 5339 One Time Grant Opportunity (FY18-19)

Dear Mr. Bathrick:

The City of Moscow supports Regional Public Transportation, Inc. (dba SMART Transit) application to ITD for 5339 One-Time Capital Application funding opportunity in District 2.

SMART's purpose is to provide a safe, efficient and cost effective public transportation option for community members, visitors, and more specifically, those who may not have any other means of transportation. SMART is requesting transit real-time rider information, on-board ADA stop announcement information display system, and website infrastructure to better accommodate users with disabilities. These services will greatly improve the ability of all to navigate the system.

The City is proud to partner with SMART and the University of Idaho on these essential fixed route and Dial-A-Ride services. In 2015, 169,859 rides were provided on fixed route and Dial-A-Ride services combined.

The City of Moscow respectfully requests the Idaho Transportation Department to continue to support public transit services in Moscow by approving the RPT/SMART application for public transportation funds in district 2.

Thank you for your consideration.

Sincerely,

Bill Lambert
Mayor



Elderly Opportunity Agency, Inc.

Serving Southwest Idaho Seniors Since 1973

An Equal Opportunity Provider and Employer

Nutrition ♦ Housing ♦ Transportation ♦ Health Promotion

Elderly Opportunity Agency, Inc.
134 N. Washington Avenue
Emmett ID 83817

PH: 208-365-4461
800-273-4462
FAX: 208-365-0892

Donna Waters, Executive Director
Pamela Garrison, Housing Manager

October 17, 2016

Rachel Pallister, Grants/Contracts Officer
ITD- Public Transportation
P O Box 7129
Boise, ID 83701

RE: One-time FY 18-19 grant applications

Dear Rachel:

We are pleased to submit for your consideration applications for the FY18-19 one-time funding grant funding opportunities under the 5310 (Elderly & Disabled), 5339 (Bus & Bus Facilities), and the Vehicle Investment Program (VIP).

Elderly Opportunity Agency (EOA) was incorporated in 1973 as a private 501(c)(3) nonprofit corporation devoted to providing services to persons aged 60 and over and persons with disabilities of any age. As an association of senior centers our mission is to provide quality services and programs to senior adults and the disabled through programs that enhance their well-being, support their independence and encourage their continued involvement in and with their communities. This is accomplished through programs provided by 18 senior centers located in eight SW Idaho counties. Programs include congregate meals, home delivered meals, transportation services, nutrition education, health promotion activities, socialization and recreational opportunities.

EOA pioneered the senior services programs in our 8 SW Idaho counties. Beginning with 5 centers the program has grown over the years to 18 centers. Initially providing only a nutritious meal, services have grown to providing/arranging a wide range of activities for our elderly. Wellness programs that include blood pressure clinics, exercise classes, foot clinics, flu shots, nutrition education; driver safety programs; computer labs; medical equipment lending closets; income tax assistance; health insurance assistance; volunteer opportunities; recreational activities that include dances, card games, bingo, dominos, field trips; transportation services. Most importantly companionship and a sense of belonging and contributing.

EOA was awarded the STAR Awards for Excellence in 2012 by the Beverly Foundation, one of five awarded nationwide from 378 applicants. The STAR Awards program, given annually, are the only awards in the United States that celebrate excellence, innovations, and promising practices in providing transportation services to senior passengers.

The Senior Services program operates under the rules and regulations of the Older Americans Act and the Idaho Senior Services Program for individuals aged 60 and over, Idaho Medicaid for the aged and disabled and Federal Transportation Administration (FTA) for individuals 65 and over and persons with disabilities of any age and their caregivers/companions.

EOA owns and operates USDA Rural Development subsidized housing in the Idaho communities of Council, New Plymouth and Parma. Through rental assistance these units provide affordable housing to individuals aged 62 and older and the disabled.

EOA is operated under the direction of a non-paid 40 member board of directors. Thirty-six of the board positions consist of two representatives from each of the 18 senior centers and four are community members.

Our program model serves a two-fold purpose; (1) to provide needed services to our targeted population that enable them to maintain their independence and to remain in their communities and, (2) to involve as many as possible in this provision of service to keep them active and involved in their communities.

Volunteers play a very important role and their efforts contribute highly to the overall success of the programs. Volunteers are utilized in all of the programs and provide such services as delivering meals to homebound seniors, transporting seniors to medical and other essential appointments, providing information and assistance and assisting with the congregate meals programs.

EOA is excited to make application for:

- Mobility planning and marketing funding (5310) that will assist us in enhancing and expanding mobility services within and between our communities and ultimately reaching more people.
- The 5339 funding will allow us to place vehicles in three locations under covered parking and
- The VIP funding will allow us to replace a non-ADA vehicle with an ADA compliant vehicle and rehabilitate vehicles in our current fleet.

It is so easy for our vulnerable population in rural counties to become isolated. I would like to share a couple of comments made by our riders in our last satisfaction survey.

“My husband was wheelchair bound. We had no way to get him to the dentist until we heard of the wheelchair accessible senior bus. The bus was comfortable, the driver gracious and helpful. It was a great relief to know we could get my husband around and he loved getting out. This is a great service

for anyone not able to get around and also the family. It was everything I could hope for. Thank you for the privilege granted to us through this service. Keep up the good work. My confidence was boosted.”

This next one struck a chord with me in particular because my disabled 90 year old mother used to love to just take a road trip around the community to see the changes that were or had occurred and to drive by places that held special memories and reminisce.

“The companionship and just driving around the country side.”

Something that those of us who still drive take for granted.

We look forward to our continued partnership in providing services to our seniors and disabled in rural SW Idaho. Please let us know if you have any questions or need additional information.

Sincerely,



Donna Waters
Executive Director

Elderly Opportunity Agency, Inc.

134 N Washington Ave.

Emmett, ID 83617

(208) 365-4461

5339

One-Time Capital Application

FY 18-19

Section 1: Demonstration of Need

The Horseshoe Bend Senior Center, Melba Senior Center and Weiser Senior Center do not have covered parking for their transit vehicles to protect them from the elements.

Both Horseshoe Bend and Melba upgraded to larger vehicles that do not fit into their garages. Weiser constructed a new senior center and are now in need of a shelter for their bus.

Both Melba and Weiser are parking their buses off-site.

Section 2: Project Description

Purchase three carports to provide shelter from the elements for transit vehicles. The carport specifications include:

1 - 24' x 24' (Weiser)

1 – 16' x 24' (Horseshoe Bend)

1 – 16 x 24' (Melba)

Leg Height – 12'

A-Frame Gabled ends

14 gauge galvanized steel tubing

29 gauge painted sheet metal

Closed sides

1 Closed end

Choice of colors

Section 3: Project Planning

The Horseshoe Bend, Melba and Weiser senior centers have expressed a need to provide covered shelter for their transit vehicles. Currently the transit vehicles at Melba and Weiser are being parked off-site in secure areas.

The carports will be installed and anchored on already existing asphalt at Melba and Weiser. The Horseshoe Bend site is gravel and level. No site preparation is necessary at all three locations.

Section 4: Project Benefits

Having sheltered parking for our transit vehicles has several benefits:

- Protection from the weather – protects exterior from weather damage such as paint fading from the sun's UV rays, rain, snow, hail and wind.
- Protects interior from UV rays.
- Reduces vehicles from becoming covered in snow or ice on wintery mornings and eliminates the need to remove snow or ice before placing into service. Time saver.
- Reduces the threat of vandalism.

Section 5: Project Service/Evaluation

Successful and approved installation of the carports providing a safe, covered area for the transit vehicles.

Will be able to park the Melba and Weiser vehicles on site instead parking at other locations.

Potential to lower insurance due to being in covered parking.

The carports will be maintained by each senior center.

Fiscal Year 2016 Project Budget Request

Subrecipient	Elderly Opportunity Agency, Inc.
Agreement Term	October 1, 2017-September 30, 2018
Contact Name	Donna Waters
Address	134 N Washington Ave, Emmett, ID 83617
Phone Number	(208) 365-4461

FTA Grant	AN			OP			PM			CP		
	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match
5339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,000.00	\$ 16,800.00	\$ 4,200.00
Total Project Cost	\$ 21,000.00	Total Federal Request	\$ 16,800.00	Total Match Needed	\$ 4,200.00							

Scope of Work

Install 3 carports at Horseshoe Bend Senior Center, Melba Senior Center and Weiser Senior Center.

Donna Waters
 Subrecipient Printed Name

 Subrecipient Signature
 10/17/16
 Date

Treasure Valley Transit, Inc.

5339 One-Time Application FY18-19

Section 1: Demonstration of Need

Demonstration of Need for Public Transportation Funding: Applicants should demonstrate the need for the service/project in their local area. (i.e., include qualitative and quantitative data.)

Treasure Valley Transit, Inc. is seeking funding to replace the RouteMatch program that was procured through the Idaho Transportation Department in 2011. The system has not met the expectations that were promised. The Demand Response part of the system is 70% functional and the Fixed Route part of the system failed. TVT currently has two full time dispatchers who schedule approximately 250-300 demand response trips per day using the current system and the need for this technology is critical to the success of TVT operations. In addition, the dispatchers schedule the route deviations on our 5 deviated fixed routes. Currently they do this manually as well as the inputting of the data for our reporting.

Qualitative:

1. User friendly cloud based system for TVT staff (RM system is on a server in Atlanta with outage issues due to storms and other technical interruptions)
2. Secure offsite web hosting (RM has not solved issues in 5 years)
3. One company that provides both demand response and fixed route functionality
4. Increased productivity for TVT staff utilizing the system vs. RM
5. Integration with our current data base
6. 24/7 maintenance on both hardware and software with free upgrades
7. 24/7 access to data and remote access in case of an emergency
8. Interface with Medicaid Broker's system for importing trip information
9. User friendly driver tablets with GPS and Automatic Vehicle Location
10. User Friendly function for building reports which we do not have with RM
11. Data fields easily translated into reports for the National Transit Data Base

Quantitative:

1. Significant time/cost savings for TVT dispatch staff of a minimum of 624 hours annually
2. Significant time/cost savings for TVT management of approximately 46 hours annually
3. Improved productivity for increased trip capacity to expand revenue by \$26,000
4. Cost savings through efficiencies by drivers and dispatchers to TVT of \$48,515
5. Improved reporting for Management and Board of Director oversight
6. TVT will recoup cost for system in time and cost savings in less than 3 years

Section 2: Project Description

Project Description: Provide a concise project description, specifically detailing the proposed project for which funds are being requested and how the project addresses the scope and objectives of the program. If the project was previously funded by ITD, explain what was funded.

Paratransit Scheduling Software:

GIS:

- System must be able to import all industry standard mapping formats
- System must be capable of displaying layers including, but not limited to: residential streets, city streets, highways, railroads, county, city parks, water, common locations, service area polygons, ADA polygons, faring polygons, travel restriction polygons, Terra Service Layer
- System Map must be capable of street, triangulation, straight, and barrier routing methods
- System Map must be capable of setting street speeds by time of day and by date
- System must be capable of closing roads, slowing down construction zones, and assigning left, right turn and dead end penalties, as well as accounting for 1 way streets
- System must be capable of geocoding using the following methods, entering in full or partial addresses, batch geocoding, point and click on the map
- Map functionality must meet all of the following conditions, drag map to re-center, quick find address box to type in and zoom map to specific address, the ability to set custom zoom levels on Map
- System map must have the ability to produce driving directions within a system screen that will provide turn by turn directions with distance
- Polygons functionality must include Map Address Polygons
- Turn by turn driving directions can be generated. They will include distance and the ability to print
- Map street speeds functionality includes ability to associate speeds with specific street types and segments with each street type (interstate, state highway, city street, arterial road) and the ability to define average speed by time of day and date range
- The ability to export GIS data to an industry standard .shp file format
- The ability to use BING & Google as a secondary geocoding mechanisms
- The ability to use a third party map as the primary mapping source. Supported 3rd party maps include: Google, Bing & Open Street Maps

Client Management

- Register clients with the following information, First and last name, birthdate, load time, unload time, disability, mobility aid, fare type, excluded vehicle types, gender, transport mode default address type, private comments, scheduling comments, escort option
- Address information, home address, default pickup address, default drop off address, mailing address. Addresses are geocoded and visible on the map
- Contact information: main contact, alternate contact(s) types. Phone number, cell number, work number, email address, fax number
- Funding information
- The ability to add multiple service types for a client, and define validity dates
- The ability to view all audit information, such as who last modified the client and which field(s) were modified
- System must allow user to customize client management screen, system will contain UI where client can drag and drop field to arrange screen in a custom manner
- Fields can be made mandatory, and the user will be alerted if they fail to fill in field before saving
- Fields can be made read only or can be disabled
- Other features are the ability to undo the previous action with a single click, and the ability to keep a log of notes attached to the client record

Trip Booking

- System must include the following general characteristics, point and click navigation between different sections of screen, keyboard shortcuts to allow quicker transitions between screens, screen customization options, i.e. the ability to add/remove fields, change drop down menus, etc...
- Trip booking process must allow for quick searching and selection of clients, including but not limited to last name, first name, phone number, client id, identification number, birthdate
- Once client search query has been entered, proposed system will return all full and partial matches. Upon clicking on a match, the end user will have quick access to view the following information, mobility aid, disability, status, address, phone number, comments
- Once client has been selected, the Trip Booking screen must allow the end user the following options, add single booking, add repeat booking, edit single booking, edit subscription booking, cancel multiple bookings with a single click
- Single booking characteristics will allow for quick date selection. Default date offset, drop down calendar, and manual entry are options for date selection. Screen will display all other bookings for selected date and also flag user if a duplicate booking is created. Screen will auto-populate from the client record the following information, default pick

up address, comments, phone number, default drop off address, mobility aid(s), not allow vehicle types, service type, provider, transport modes, passenger type, fare type, funding sources

- Screen will allow for address entry and using a base map will locate and geocode matches using the methods described in the GIS section.
- Screen will allow for the following entry requests 1) pick up leg; requested time 2) drop off; drop off no earlier than, requested drop off time, drop off no later than
- Screen will possess quick access buttons to view the following information within the trip booking screen: calendar, bookings, funding programs, client record information & map
- Screen will allow for new legs of the booking to be created in a single click, while saving the leg(s) already created
- At the end of the creation process booking can either be saved to schedule later or reschedule in real time
- Date of booking can be changed at the end of the booking process if the wrong date was initially selected
- Origin to destination distance will be calculated & displayed automatically
- Ability to calculate preferred pickup time based on direct travel time between origin and destination bookings can be cloned from previously created bookings
- User will be able to schedule all booking legs simultaneously or schedule legs one by one
- Upon clicking schedule button system will use advanced algorithm to present scheduling solutions. The number of solutions to display is user defined
- System will only present solutions that are within the ruleset defined by the client. If no solutions are found, user can search later or change scheduling parameters
- Solutions will display estimated pickup time, estimated drop off time, run and violations by default
- Upon clicking on a solution details will be displayed on screen showing the order of pick up and drop off
- Upon clicking on solution an info tab will allow end user to view additional details; vehicle capacity, assigned driver, assigned vehicle, and passengers on board
- Upon clicking on solution a map tab will allow the end user to view solution on system map while displaying street-routed path from pick up to drop off
- Passenger scheduling comment will be displayed to assist dispatcher
- Subscription (repeat) booking system must allow for the entry of bookings that repeat on a calendar based interval
- All other booking processes will remain the same
- Subscription booking can have a specific begin and end date, or be left open indefinitely
- Date rules can be based on: week date, by day and month, by week, etc.
- The ability to inherit date rules from a Shared Calendar

- Trip notes functionality, the ability to add custom or canned notes to trips, date stamp, user stamp, and all notes are visible.

Batch Scheduling/Templates

- System must be capable of scheduling all or a subset of trips utilizing scheduling algorithm, using a selected distance calculation method, a parameter set that defines items such as minimize distance, trip out of way, and maximize same geocode. A violation set that defines a system rule such as backtracking, late violation and Map that has customized street speeds by: specific street, time of day, day of week, time of year
- Batch Scheduling will allow for run and trip selection
- Before running the batch, the end user can modify the settings to optimization level, scheduling using preferred runs, matching templates, batch scheduling will consider all of the routes, vehicle capacities, time constraints, service constrains, zonal constrains, breaks, locations, etc. when placing trips onto a run

Templates

- Templates allows for the creation of set schedules that can be repeated in a manner of the end users choosing.

Manual Scheduling

- Manual scheduling tools that contains the ability to view all unscheduled or will call trips in a list view. The ability to view a list of all runs, and detailed information about runs. Ability to view all or group of runs at once. Trip drag and drop capability. Right click menus. Ability to view run on a map. And the Ability to perform a quick client search in order to cancel or reschedule trips. Ability to view detailed trip information. Ability to rearrange trips. Ability to view run slack time go find gaps in scheduling. The ability to view color codes indicating area of map trip is located in. The ability to add or remove passengers. The ability to add or remove a break. The ability to change the times of a scheduled trip. The ability to make the actual arrive and depart time of a trip. The ability to cancel or no show a trip. The ability to work with a driver checklist. Color Codes on trips

Reporting

- Standard reports will include a cancelled, missed or no show trips, denial reports, trip count, trip count by funding, call back list, trip hours productivity, call back list, trip hours productivity, trip distance productivity, trip distance productivity, on time compliance, daily operations, NTD standard, time and distance, data integrity, trip export, run productivity, ridership by jurisdiction report, funding source productivity report, common location report, client summary report, client export report, client change report, payroll hours by route, client mailing labels, subscription report

Section 3: Project Planning

Project Planning and Coordination: In this section, the applicant should describe how the proposed project was developed and demonstrate that there is a sound basis for the project and that it is ready to implement if funded.

TVT was a recipient of the Idaho Transportation Department's procurement of the RouteMatch System. Staff was involved in the meetings leading up to the procurement to identify the hardware and software that was needed. Staff have been very involved since the implementation of the system and worked closely with both ITD and RouteMatch in attempting to solve the many problems that have been prevalent since 2011. TVT did not sign off on system acceptance because we did not have 30 days of continued functionality. The end result in June 2016 was accepting the partial functionality of the dispatch technology and terminating the fixed route. We are continuing to use the dispatch function of RM through September of 2017 when we hope to transition to a new system in October.

In December 2015 TVT coordinated a demonstration of other technologies that was done through a webinar and other transportation providers participated. The potential vendors included TripSpark, Ecolane and ETA Transit. We are prepared to go out for the RFP once the funding is awarded. The local match will be provided by TVT.

Section 4: Project Benefits

Project Benefits: In this section applicants should identify project benefits, including basic goals and objectives for the project. (i.e., improve efficiency and increase ridership, safety, mobility and support economic development and expand economic opportunity.)

True Browser based solution: Our current schedule application is a Citrix based Client/Server based thick client environment. Citrix requires additional licenses and server infrastructure, therefore a higher cost and some currently install the RM software on each individual workstation. A true browser based solution, where no additional requirements are needed outside of a browser will minimize overhead, and simplify support.

More flexible mapping options: Our current schedule application requires an internal map for their system, and they only support street routing. This limits our options and street routing requires more overhead to manage, deploy, and keep up to date. We would like the option to use different GIS options, such as internal based maps, HERE maps, Google, Bing or a combination where the internal map handles routing, and Google/Bing is the map displayed in the software. In addition, due to growing service area we need the ability to have Google/Bing called when a geocode fails SO THAT we cache that address for future use.

Better options for Mobile Data: Our current schedule application only supports Android based smart devices. While Tablets have their place in the market, but are our only choice. Sourcing a solution that is able to support hybrid MDT platform Tablets and a true ruggedized MDT will allow us the maximum flexibility to take advantages of changes in technology and in the case of the ruggedized MDT incorporate their purchase with FTA funded new vehicle procurements.

Scheduled task engine enhances automation: Our current schedule application still requires us to perform a number of manual tasks. (ex Scheduled batch scheduling, Nightly data archival, Check and process trip/client import files on an ftp/sftp site, etc.)

Unlimited supplementary data support: We are currently limited the number of user fields and their placement on each screen. Having the ability to configure the number of user defined fields and their order/placement on the screens where they are most useful, such as within a passenger's profile record or a trip booking will increase our data accuracy and data processing labor.

Improved DR operational tools: Our current schedule application is inefficient in a number of key areas:

- 1) Estimated Pickup times are calculated based on direct distance, and not direct travel time. Distance is a much less accurate method for determining a pickup time, and time will provide by far the most accuracy
- 2) Dwell times are poorly managed and tends to be inaccurate, or just doesn't work at all. Our system is not able to correctly estimate load times for groups of riders who are all picked up at the same location. For example, if four wheelchair riders are picked up at

the same location, it allocates 30 minutes for each pick-up, keeping that vehicle out of service for 2 hours just to load.”

- 3) It is not able to provide Group trips effectively (to be able to show a group or all runs at once)
- 4) We are not able to view slack time on a per run, and per time period basis

Less downtime, and more simplistic upgrades: Our current schedule application has been cumbersome to install and upgrade. We estimate that the system is unavailable due to crashes or upgrades being installed by our supplier. By implementing a solution that is more stable and easier to support will result in increased efficiencies.

Multiple agency support: Our current solution is limited to supporting only one agency. The ability to have a solution that would allow for multiple agencies to work within a single consolidated database, yet maintain their own independent operations. A new solution that would allow administrators who want / need to be able to see all agencies at once and yet provide a security layer that allow agencies to keep separate what they want and share what they want down to a granular level would be ideal. This type of environment would allow the cost of the system to be shared among all participants.

This project will significantly increase efficiency within our dispatch and scheduling operations. The technology will allow integration with our Non-Emergency Medical Transportation broker. By having the ability to integrate the systems this will reduce an estimated 624 hours annually of labor time to TVT dispatch staff who currently inputs the data manually. TVT estimates a cost savings for this at approximately \$26,000 annually.

In addition, the TVT Management staff have spent hours working with the RM customer service department, technical support, implementation specialists, and other professional services team members to try to get the system to operate at the operational level we expected and needed. The time and cost savings with the new system for TVT Management time is estimated at approximately 46 hours annually.

The new system will allow efficiencies and improve productivity increasing trip capacity estimating an approximate cost savings to TVT by drivers and dispatchers of an estimated \$48,515 annually. The new system will reduce errors made in the scheduling of the routes using an algorithm. The algorithm will present scheduling solutions and optimization alternatives with a click of a button, highlighting violations such as backtracking and lateness.

The system is to be user friendly as requested by staff. The technology allows for an improved method of producing the various reports needed for Management and Board of Director oversight. The required reporting for the National Transit Data Base which are currently done manually for the fixed routes will be tracked. Accurate data is imperative and this has been a weakness with the RM system.

Section 5: Project Service and Evaluation

Project Service and Evaluation: In this section applicants should describe the methodology that will be used to measure and evaluate the project's value to the community. (i.e., success through data collection, community input to evaluate project value and sustainability of the project.)

The value will be easily determined by the efficiencies provided. These efficiencies will increase productivity and reduce operating costs. Allow management the ease of generating reports quickly and having confidence that the data contained within the report is accurate.

TVT estimates a recoup in the cost for the system in time and cost savings in less than 3 years' time.

Section 6: Project Budget

See Attachment A

Fiscal year 2016 Project Budget Request

Subrecipient	Treasure Valley Transit		
Agreement Term	October 1, 2016-September 30, 2017		
Contact Name	Terri Lindenberg		
Address	1136 W Finch Drive, Nampa ID 83651		
Phone Number	208-463-9111		

Grant	Capital, Planning, Marketing 80/20		
5339	Total	Federal	Match
\$	\$ 150,000.00	\$ 120,000.00	\$ 30,000.00

Total Project Cost	Total Federal Request	Total Match Needed
\$ 150,000.00	\$ 120,000.00	\$ 30,000.00

Scope of Work

To purchase a Demand Response/Fixed Route Scheduling Program to include the hardware and software.

Terri Lindenberg, Executive Director

Subrecipient Printed Name

Terri Lindenberg

Subrecipient Signature

10-19-2016

Date

5339 One-Time Application FY18-19

Section 1: Demonstration of Need

Demonstration of Need for Public Transportation Funding: Applicants should demonstrate the need for the service/project in their local area. (i.e., include qualitative and quantitative data.)

Trans IV Buses, Inc. is seeking funding to replace the RouteMatch program that was procured through the Idaho Transportation Department in 2011 and has not met the expectations that were promised. The Demand Response part of the system is functional but lacks a lot of what was promised. We schedule approximately 100 trips per day. The support that we pay for yearly (\$13,500.00) last year is not available when needed and most of the time not at all

Qualitative: We would like to change to a different technology to provide better scheduling and service by having a mapping system that is up to date. A big problem is that Route Match does not support the Mentor/Ranger equipment they sold us.

Quantitative: We feel that the service and support that comes with Route Match is much overpriced and not user friendly. Other services support tends to be less expensive and hopefully more usable.

Section 2: Project Description

Project Description: Provide a concise project description, specifically detailing the proposed project for which funds are being requested and how the project addresses the scope and objectives of the program. If the project was previously funded by ITD, explain what was funded.

Include specifications

Section 3: Project Planning

Project Planning and Coordination: In this section, the applicant should describe how the proposed project was developed and demonstrate that there is a sound basis for the project and that it is ready to implement if funded.

TRANS IV BUSES was a recipient of the Idaho Transportation Department's procurement of the RouteMatch System. Staff was involved in the meetings leading up to the procurement to identify the hardware and software that was needed. Staff have been very involved since the implementation of the system and worked closely with both ITD and RouteMatch in attempting to solve the many problems that have been prevalent since 2011. TRANS IV BUSES did sign off on system acceptance.

In December 2015 TRANS IV BUSES was included in a demonstration of other technologies that was done through a webinar and other transportation providers participated. The potential vendors included TripsSpark, Ecolane and ETA Transit. We are prepared to go out for the RFP once the funding is awarded. The local match will be provided by TRANS IV BUSES.

Section 4: Project Benefits

Project Benefits: In this section applicants should identify project benefits, including basic goals and objectives for the project. (i.e., improve efficiency and increase ridership, safety, mobility and support economic development and expand economic opportunity.)

This project would significantly increase the efficiency in our dispatch operations. The technology will allow integration with our Non-Emergency Medical Transportation broker. The system needs to be user friendly as requested by staff. The technology allows for an improved method of producing the various reports required for the National Transit Data Base which are currently done on RouteMatch. Accurate data is imperative and this has been a weakness with the RM system.

Section 5: Project Service and Evaluation

Project Service and Evaluation: In this section applicants should describe the methodology that will be used to measure and evaluate the project's value to the community. (i.e., success through data collection, community input to evaluate project value and sustainability of the project.)

The value will be easily determined by the efficiencies provided.

Section 6: Project Budget

Estimated Cost to change to a different technology provider \$20,000.

5339 funding	\$16,000
Trans IV Match	\$ 4,000



Product and Services Proposal for **Trans IV – Tablet Conversion**

Submitted by: Tim Flanigan

RouteMatch Software
One Atlantic Center
1201 West Peachtree Street, Suite 3300
Atlanta, Georgia 30309
(404) 844-5327
www.routematch.com

Submitted On:

Date: 11/7/2016

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The information contained in this proposal is intended only for evaluation by Trans IV its agents for the purpose of consideration of a contract with RouteMatch Software, Inc. for software and services as described in this proposal. RouteMatch Software considers all information contained herewith to represent trade secrets and confidential business information. No part of this document may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying and recording, or by any information or retrieval system, except as expressly related to the evaluation process performed by Trans IV and permitted in writing by RouteMatch Software. All requests should be sent to Attention: Nathan Farmer, Director of Business and Legal Affairs, RouteMatch Software, Inc., 1201 West Peachtree Street, Suite 3300, Atlanta, GA 30309.

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1.0 Scope of Work and Product Details

RouteMatch Software is pleased to provide the following proposal to Trans IV for fifteen (15) RM Mobile licenses and software, fourteen (14) tablet bundles that include tablet and all necessary mounting hardware, one (1) spare tablet and necessary data plans.

2.0 Cost

RouteMatch Budget Information			
Licenses	Quantity	Rates	Cost
RM Mobile Licensing	15		\$9,999
Sygyic Offline Mapping	15		\$562.50
Subtotal			\$10,561.50
Hardware			
Tablet	15	\$360	\$5,400
Tablet Mounting Bundle	14	\$257.26	\$3,601.64
Subtotal			\$9,001.64
Data			
Wireless Cellular Data – 10 MB	15		\$1080
First Year Total			\$20,643.14
Year 2 Support Maintenance and Hosting			\$3079.80

- This is a cost proposal, requested by and provided to Trans IV. It is based upon the information known to RouteMatch Software, Inc. at the time of this proposal and is subject to change in the event of material differences in the information used to form the proposal.
- This proposal assumes that Trans IV is responsible for the configuration of tablets and installation of mounting solution.
- Use of any ASP or Cellular Data services are at all times subject to Cellular Data and ASP policies. Copies of these policies are available upon request.
- After Year 2, RouteMatch may adjust ongoing fees in a manner consistent with the Agreement.
- RouteMatch will invoice upon receipt of the signed proposal.

3.0 Acceptance

This proposal serves as an addendum to the Software License and Services Agreement (“the Agreement”), between RouteMatch Software, Inc., and Trans IV, inclusive of all modifications. The scope, terms, and conditions of this proposal are incorporated into and form a part of the Agreement, and the terms and conditions of the Agreement, including, but not limited to, any obligations and limitations related to warranties, liabilities, and permitted uses of licenses/services, shall apply to the licenses, services, and/or other deliverables contemplated herein. Except as explicitly noted herein, all deliverables are provided “as-is,” subject only to applicable manufacturers’ warranties. Should any term of this proposal conflict with the Agreement, this proposal shall govern, but except as expressly modified herein, all other terms and conditions of the Agreement shall remain in full force and effect. This proposal, inclusive of the applicable terms of the Agreement, represents the complete agreement between the Parties with respect to the scope of licenses, services and/or other deliverables provided hereunder and supersedes any prior understandings or agreements.

Please have an authorized official to sign and return as acceptance of this proposal. Upon receipt of the accepted quote, RouteMatch will authorize the above described product and/or services to be delivered to Trans IV.

Authorized Signature

Date

Printed Name

Agency Name

4.0 RouteMatch Mobile Data System

The RouteMatch Mobile Data System supports multiple mobile data devices (MDD) and wireless communication protocols, combining best-of-breed hardware and software components to meet each agency's unique requirements. Based on business requirements and budget, RouteMatch can tailor your mobile data environment to specifically meet your unique challenges. RouteMatch is proposing a ruggedized Android-based tablet computer as a driver interface device. This crisp and flexible device models the workflow for drivers, providing electronic manifests as well as other features like, turn-by-turn voice annunciated directions, automated odometer / mileage collection, fare collection, passenger counting, ETA to next stop, and a mailbox for electronic communication with dispatch.

RouteMatch feels strongly that our Commercially Available, Off-the-Shelf (COTS) Approach is superior to our competitors generally and especially for this unique project:

- Commercially Available, Off the Shelf (COTS) technology
- Low cost of maintenance and replacement
- Flexible and Portable for multiple in vehicle applications – i.e. pre and post trip inspections
- Supports Fixed Route, Demand Response, and “Mixed Mode”
- “Mix and Match” devices within same AND across multiple Fleets to meet All Operational Needs
- Leverage continual development of mobile tablet and 3rd party mobile application development

4.1 Tablet-based Mobile Data Device

Through significant advancements with consumer mobile tablet computers in recent years, RouteMatch can deliver a fully functioning Mobile Data Computer at a fraction of the up front and on-going cost. The mobile device serves as the point of interface for the driver, and manages and streamlines the driver experience as well as automates data communications between the driver and dispatch. The mobile data device (MDD) will be a Fully-Ruggedized Android device with a fully functional touch screen specifically designed (at various levels) for the rugged, demanding transit environment. The device will be installed within comfortable reach of the driver and will be securely mounted to the interior as to not obstruct the driver or interfere with other on board equipment.



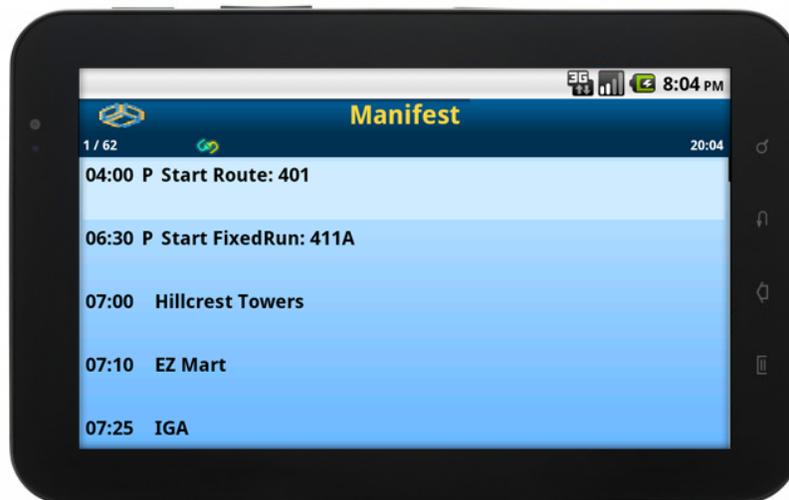
4.2 RMMobile Software

The RM Mobile Application supports multiple mobile data devices (MDD) and wireless communication protocols. The mobile device serves as point of interface for the driver and manages and streamlines the driver experience and automates data communications between the driver and dispatch. Our internally-developed Android-based software application resides on the MDD, and models the workflow for drivers, providing a single sign on to multiple peripherals and electronic manifest as well as other features like, turn-by-turn voice annunciated directions, automated odometer / mileage collection, fare collection, passenger counting, ETA to next stop, and a mailbox for electronic communication with dispatch.

The RMMobile Application is extremely flexible and configurable to each participating agency. Factors to be decided are:

- Frequency of AVL Polling configurable based on operational requirements
- Type of Manifest – Fixed Route Only, Demand Response Only, “Mixed Mode”
- Auto Clear Fixed Route Stops
- Configure Canned Messages
- Configure Personality of Trip Insertions – pop up, acknowledge, etc. (Mobile Messaging)
- Manual Collection of Passenger Counts, Passenger Types, Fare Types
- Display of Schedule Adherence Info
- Design Auto Alerts to Send to Device

The device will provide the driver full legibility seated for full range of operations with 20/40 corrected vision. The color combination will be legible for color blind operators. The driver will logon using ID and run number, this will be validated by the system. The manifest will be delivered to the operator in accordance to the assigned run / block.



Fiscal year 2016 Project Budget Request

Subrecipient	Trans IV Buses/College of Southern Idaho
Agreement Term	October 1, 2016-September 30, 2017
Contact Name	Lynn R. Baird
Address	Box 1238, Twin Falls, Idaho 83303
Phone Number	208-736-2133

Grant	Capital 80/20		
	Total	Federal	Match
5339	\$ 20,000.00	\$ 16,000.00	\$ 4,000.00

Total Project Cost	Total Federal Request	Total Match Needed
\$ 20,000.00	\$ 16,000.00	\$ 4,000.00

Scope of Work

Replace Ranger Units in Buses with tablets for Route Match

Lynn R. Baird, Director Trans IV Buses

Subrecipient Printed Name



Subrecipient Signature

7-Nov-16

Date

5339

One-time Capital Application FY 18-19

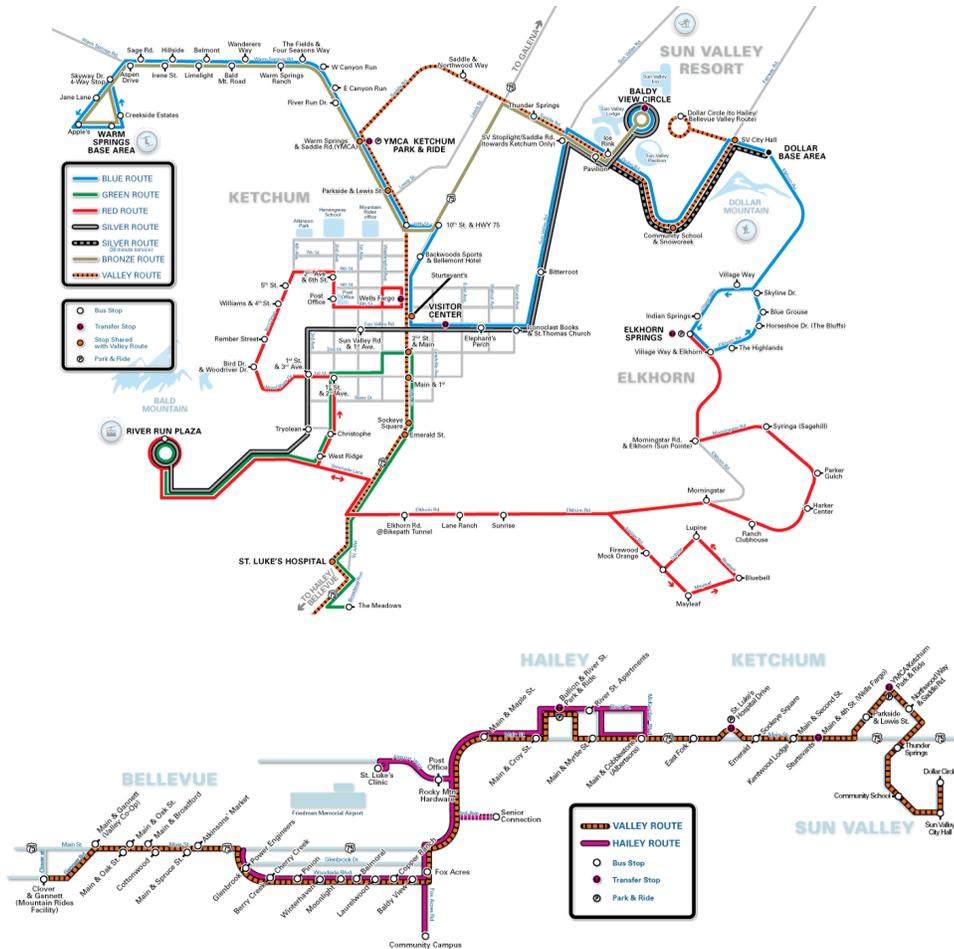
Mountain Rides Transportation Authority Ketchum, Idaho

Purpose:

The Grants for Buses and Bus Facilities program makes Federal resources available to States and designated recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.

Eligible Recipients:

- *Subrecipients: public agencies or private nonprofit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income.*
- *Local Match: 20% local share is required*



Cover Sheet (optional)

Mountain Rides is seeking 5339 funding for buses and vans, as part of the one-time capital funding available. Mountain Rides appreciates the consideration for this important funding request that will ensure that Mountain Rides can continue to provide safe, high quality, and efficient public transportation services.

The funding Mountain Rides is requesting is for replacement buses for existing services from an existing provider. From the application, it appears that this type of request will be the highest funding priority. The exact funding is for replacement of:

- 2 commuter vanpool vans
- 1 light duty bus
- 1 heavy duty bus

The total cost of these projects is:

Vans	Total cost	Federal \$	Local \$
Replacement for van 2	\$ 40,000	\$ 32,000	\$ 8,000
Replacement for van 30	\$ 40,000	\$ 32,000	\$ 8,000
Light Duty buses	Total cost	Federal \$	Local \$
Replacement for bus 24	\$ 135,000	\$ 108,000	\$ 27,000
Heavy Duty buses	Total cost	Federal \$	Local \$
Replacement for bus 4	\$ 380,000	\$ 304,000	\$ 76,000
TOTAL	\$ 595,000	\$ 476,000	\$ 119,000

Mountain Rides recognizes that this funding request represents a significant portion of the funding available statewide, but Mountain Rides believes that it is important to request what is needed to keep our fleet in a state of good repair. Mountain Rides has matching funds available and works hard to be as efficient as possible and fiscally responsible. Mountain Rides is focused on safety, customer service, and high quality service. Mountain Rides has the matching funds available to carry out these projects quickly and responsibly.

Mountain Rides operates a high use, fixed route system in a demanding environment and must have vehicles that meet this demand. Our system is one of the highest used transit systems in the state and requires replacement equipment to keep it running. Ridership is very high on many routes, with as many as 20 passengers per hour, and requires buses that can stand up to high use and high ridership. This is the reason that Mountain Rides is requesting a heavy-duty bus for these high demand routes.

Mountain Rides services are crucial to the overall transportation system in Blaine County. In order to continue to operate a transit system that is healthy, safe, efficient and cost effective, there must be capital investments made to keep vehicle assets in a state of good repair. Mountain Rides is a significant community asset, benefiting residents, commuters, and visitors. In addition, Mountain Rides helps mitigate traffic, congestion, and transportation pollution impacts. Mountain Rides benefits the health of our community and strives to be accountable and fiscally responsible.

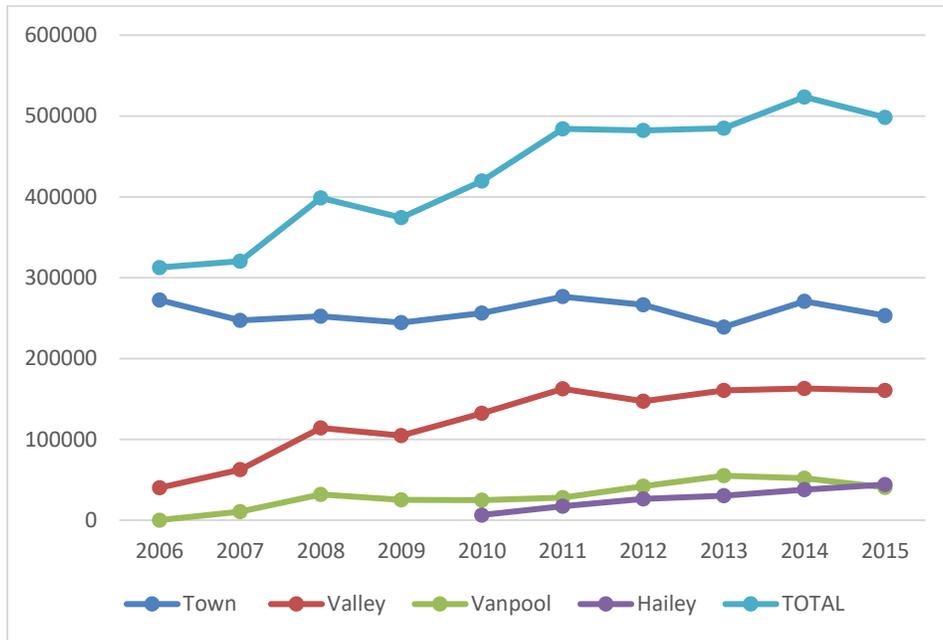
Section 1: Demonstration of Need for Public Transportation Funding

(3 page maximum, single sided) Applicants should demonstrate the need for the service/project in their local area.

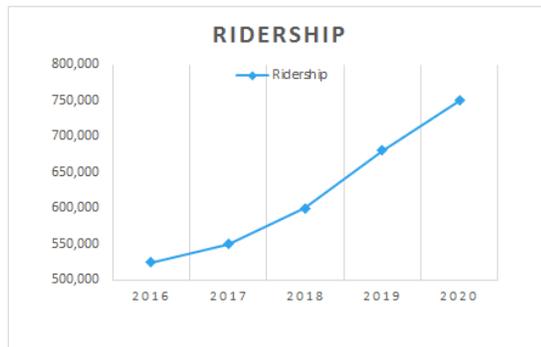
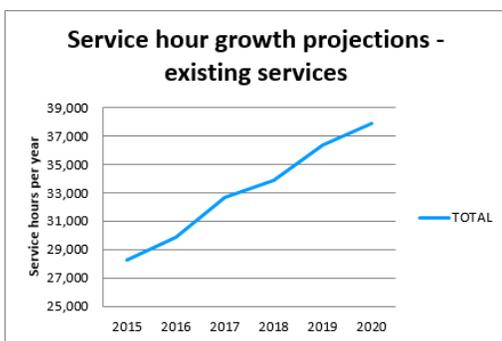
- *Include a description of any data analysis conducted.*
- *Discuss efforts, either qualitative or quantitative that were undertaken to determine need.*

The best demonstration of need for these replacement buses and vans is the growing ridership that Mountain Rides has experienced through the years that has put more demand on buses and vans. Mountain Rides operates a growing multi-modal transportation system that has seen increased use for many years, with record ridership of over 500,000 in 2014 (2016 is estimated to also break 500,000):

Mountain Rides ridership history



As Mountain Rides’ ridership has grown, capital needs have become more intense. This application is critical to ensuring that Mountain Rides can continue to grow ridership and grow services. In the coming 5 years, Mountain Rides, through its 5 year strategic plan, has estimated that service hours will grow and ridership will continue to grow:



Beyond ridership needs of Mountain Rides, this application analyzed the fleet needs for the coming years to determine the replacement needs. On an annual basis, Mountain Rides updates and maintains a schedule of fleet needs according to a 5-year capital improvement plan (CIP). This CIP is a tool that Mountain Rides implemented in 2010 and has used every year since to predict its capital needs.

This CIP has shown that Mountain Rides must replace 2 vans, 1 light duty bus, and 1 heavy duty bus. Mountain Rides operates roughly 750,000 to 850,000 miles per year, which results in the depreciation of 1-2 buses per year and 2-3 vans per year. Our vehicle mix includes vans, small buses, mid-duty buses, and heavy-duty buses. In order to continue to provide high-quality service that is attractive and comfortable, Mountain Rides must continue to replace and upgrade these vehicles over the coming years.

The detail asset life cycle information comes from the Fleet Maintenance Pro software that Mountain Rides uses to record every maintenance event for each vehicle. This data is used to analyze maintenance costs on a per mile, per bus basis. By tracking how vehicles are aging, Mountain Rides can determine replacement needs. Mountain Rides has found that maintenance costs for all of these vehicles is exceeding targets for these vehicle types. Mountain Rides also employs a Preventative Maintenance Inspection (PMI) process, which involves a mechanic inspecting all the systems of the vehicle every 6 months.

In addition to the quantitative maintenance analysis, Mountain Rides also looks at qualitative aspects of these vehicles. All of the vehicles for which we are seeking funding will be well over their minimum useful life by the time new vehicles are received. Given that funding agreements for these one-time funds won't be in place until October of 2017 and that manufacturer lead time will be 4 to 14 months, Mountain Rides has projected out what the mileage will be on these vans and buses when a new vehicle arrives:

- The vanpool vans that are being replaced will have between 185k and 220k miles and be 10-12 years old by the time replacement vans are put into service
 - Minimum useful life on these vehicles is 4 years or 100k miles – we are exceeding both of these
 - Mountain Rides has rated the serviceability of these vans as marginal beyond 185k miles
- The light duty bus that is being replacing is an IC bus that will have 200k miles and be over 10 years old
 - Minimum useful life on this bus is 10 years or 350k miles – we are exceeding the useful life in terms of age, not mileage. This is due to the fact that this bus has been a major source of maintenance problems for us with oil dilution issues and inability to run this on routes that average less than 20 MPH. We can't depend on it for regular use.
 - Mountain Rides has rated the serviceability of this bus, in its current condition, as poor due to ongoing maintenance issues
 - This bus is costing Mountain Rides \$0.35/mile in maintenance vs. \$0.22 fleet average for similar buses
- The heavy duty bus that is being replaced will have over 650,000 miles and be over 16 years old
 - Minimum useful life on this is 12 years or 500k miles – we are exceeding both of these
 - Mountain Rides has rated the serviceability of this bus as marginal beyond 650k miles and 15 years old

Section 2: Project Description

(4 page maximum, single sided) Provide a concise project description, specifically detailing the proposed project for which funds are being requested and how the project addresses the scope and objectives of the program. If the project was previously funded by ITD, explain what was funded.

- Include detailed Scope of Work including but not limited to hours of service, counties and cities served (service area), mode, and populations served.
- Discuss rider origination and destination location.

Project description



Vanpool van, light duty and heavy duty buses to be replaced

This project is a bus and van replacement project for Mountain Rides’ existing fixed route and vanpool service. Mountain Rides is requesting funding for

- 2 commuter vanpool vans
- 1 light duty bus
- 1 heavy duty bus

The vans will operate in the Mountain Rides’ vanpool program, which currently operates 10-15 routes, depending on time of year. The buses will operate in Mountain Rides fixed route system in Blaine County. The heavy duty bus will operate primarily on Blue and Silver Routes, with some use on Valley Route. The light duty bus will operate on Red Route, Hailey Route, and Bronze Route.

5339 One-time Funds - Mountain Rides summary

Vans	Total cost	Federal \$	Local \$
Replacement for van 2	\$ 40,000	\$ 32,000	\$ 8,000
Replacement for van 30	\$ 40,000	\$ 32,000	\$ 8,000
Light Duty buses	Total cost	Federal \$	Local \$
Replacement for bus 24	\$ 135,000	\$ 108,000	\$ 27,000
Heavy Duty buses	Total cost	Federal \$	Local \$
Replacement for bus 4	\$ 380,000	\$ 304,000	\$ 76,000
TOTAL	\$ 595,000	\$ 476,000	\$ 119,000

How it addresses scope and objectives of the program:

This project addresses the scope and objectives of the 5339 program in several ways:

- ✓ It is for replacement vehicles that will be well beyond useful life at time of replacement
- ✓ It is for existing, high-use fixed route and vanpool service that is focused primarily on commuters, youth, and senior ridership demographics
- ✓ It is for Mountain Rides, an existing provider with a history of completing projects successfully and having sufficient available local match

This application replaces vans and buses that were originally purchased with ARRA stimulus funding from FTA, as well as funding from the older 5309 program of earmark funding.

Mountain Rides is capable of managing the project from start to finish, with experience developing vehicle specifications, putting together a bid, and putting new vehicles into service. Mountain Rides is well-versed in federal requirements and will deliver a project process that is compliant with all FTA regulations.

Service Overview

This project will benefit almost the entire fixed route and vanpool service operated by Mountain Rides due to the fact that Mountain Rides is requesting light and heavy duty buses, as well as vanpool vans.

Route	Service Area	Seasonal or year-round?	Hours/Days of service
Blue	Connects Warm Springs, downtown Ketchum, Sun Valley, and Elkhorn	Year-round	7a-9p, 7days/week w/late night service until 1a winter and summer
Valley	Connects Bellevue, Hailey, Ketchum, and Sun Valley	Year-round	6a-9p, 7 days/week, with more weekday service
Hailey	Connects Woodside, Community Campus, Senior Connection, St Luke’s clinic/airport with downtown Hailey	Year-round	8a-6p, Mon-Fri
Silver	Connects Sun Valley Village with River Run via downtown Ketchum, also connection to Dollar and River Run	Winter only	8a-6:30p, 7 days/week
Bronze	Connects Sun Valley Village with Warm Springs via Saddle Road	Winter peak only	8:30a-11a and 1p-4p, 7 days/week
Red	Connects Elkhorn Springs and Elkhorn neighborhoods with River Run and downtown Ketchum via W. Ketchum	Seasonal with winter and summer service	8a-5p, 7 days/week
Green	Connects The Meadows and St. Luke’s with River Run and downtown Ketchum	Year-round with weekday only service; transitioning to demand response in Dec 2016	7:30a-10a and 2:30-5:30p
Vanpool	Connects Twin Falls, Jerome, Gooding, and Shoshone with Blaine County destinations like Hailey, Ketchum, and Sun Valley	Year-round with 8-10 vans in service and an additional 3-5 vans added for summer and winter	Varies by route

All bus service operates in Blaine County, while vanpool operates regionally in counties including Lincoln, Camas, Jerome, Gooding, and Twin Falls.

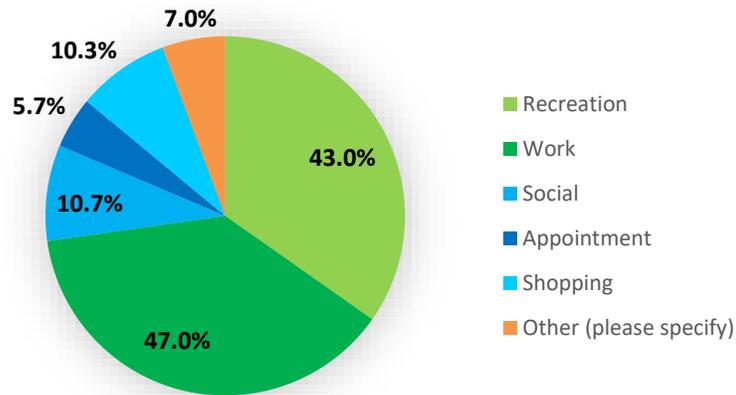
Rider origination and destination location

Each of the projects has a slightly different origin destination pairing. For vanpool, the riders are commuters who live in Twin Falls, Jerome, Gooding, and Shoshone and work in Hailey, Ketchum, or Sun Valley. The vanpool routes operated by Mountain Rides connect workers to jobs across a service corridor that is over 75 miles in length.

For fixed route bus, riders have various origin/destination pairings:

- Between Bellevue/Hailey and Ketchum/Sun Valley, along the 20 mile Valley Route corridor
- Within Hailey
- Between Ketchum and Sun Valley

A recent survey of riders showed that destinations are largely focused on work and recreation:



Previous funding

These buses and vans were previously funded with both ARRA Stimulus funding and 5309 funding.

Section 3: Project Planning and Coordination

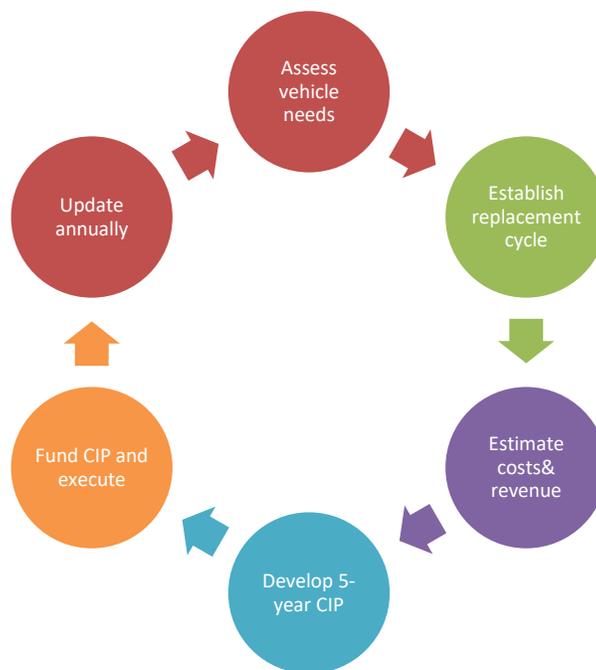
(3 page maximum, single sided) In this section, the applicant should describe how the proposed project was developed and demonstrate that there is a sound basis for the project and that it is ready to implement if funded.

- Describe how it meets the needs of the service area identified in detail, and describe the Project Development Process
- Describe coordination with local stakeholders on project development
- Provide detailed project timeline and milestones for project delivery
- Provide required NEPA worksheet if applying for a capital grant that will be “moving dirt”
- Staffing Levels
- Labor Unions
- Coordination and inclusion with Minority and Low Income Populations

Project Development Process

The replacement vehicles will meet the ongoing vehicle needs that Mountain Rides has for its fixed route and vanpool services. With a fleet of 20 buses and 15 vans, Mountain Rides must continuously replace vehicles in order to maintain vehicles in a state of good repair. This project meets vehicle replacement needs for the coming two years.

This project was developed using a capital improvement planning process that Mountain Rides employs for asset replacement:



This process is integrated into all asset planning and life cycle analysis that Mountain Rides does. This process is informed by the previously described asset management systems that are used to monitor ongoing costs and asset condition.

Coordination with local stakeholders

As the regional, multi-modal transportation provider, Mountain Rides is well-coordinated by the nature of the organization. Mountain Rides has been established as a Joint Powers Agreement entity that is made up of all the cities (Bellevue, Hailey, Ketchum, and Sun Valley) and the county (Blaine) of our area. The result is that all of the

jurisdictions have a seat at the table and a voice in how service is planned, developed, and implemented. Stakeholder representation is inherent. Mountain Rides also has active, formalized partnerships with the following organizations and businesses that provide input into our system and services:

- Blaine County School District
- Syringa Mountain School
- Community School
- Sage School
- Pioneer Montessori School
- Wood River YMCA
- St. Luke’s hospital & health center
- Sun Valley Center for the Arts
- Sun Valley Company
- Webb Landscape
- High Country Fusion
- Earth and Structure
- Atkinsons’ Market
- Hunger Coalition
- The Advocates
- Sun Valley Bronze
- Rocky Mountain Hardware

Mountain Rides is an active member of the following organizations, committees and working groups:

1. Blaine County Regional Transportation Committee
2. Blaine County Bike and Pedestrian Master Plan working group
3. Sun Valley Economic Development
4. Community Transportation Association of Idaho
5. Community Transportation Association of America
6. Visit Sun Valley
7. Wood River/Hailey Chamber of Commerce
8. League of American Bicyclists
9. Blaine County Social Services group
10. Ketchum Traffic Authority

Mountain Rides also has a service development process that gives ample opportunity for public comment and input. And Mountain Rides, through the years, has carried out many surveys that have identified needs and gaps. The most recent survey identified safe, comfortable vehicles as one of the top priorities.

Timeline and milestones

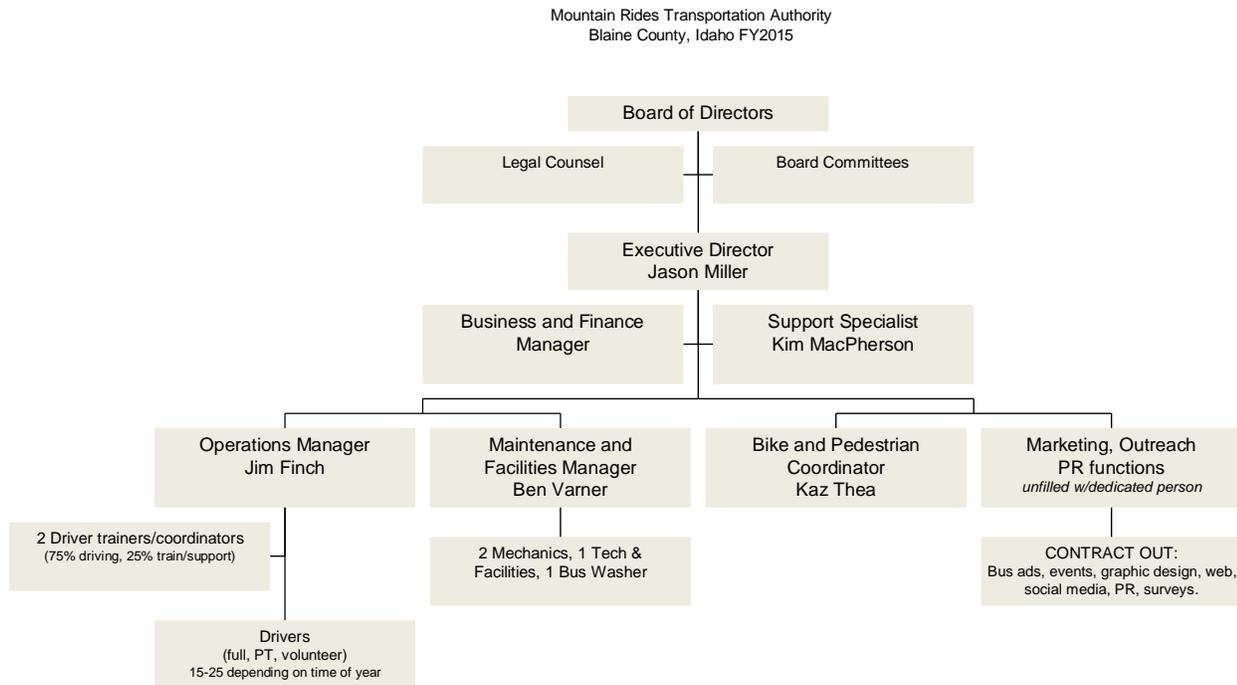
The timeline of the projects will be:



Vanpool vans take less time and will be delivered with 4 months of bid award, while buses will take 6 months up to 14 months for production and delivery.

Staffing levels/unions/NEPA

Mountain Rides has the staffing necessary to carry out this project. We have a capable and competent organization that ensures the project will be delivered on-time and under budget:



Mountain Rides does not have a union. And this project does not involve moving dirt, so no NEPA is required. All federal requirements for vehicle manufacturers will be followed.

Coordination and inclusion

Mountain Rides includes minority and low-income populations in all of its planning processes. Mountain Rides produces surveys and rider alerts for service changes in both English and Spanish. Mountain Rides also has its schedule and website available in English and Spanish.

Mountain Rides also reaches out directly to organizations that serve minority and lower income groups to give them input into our services. Mountain Rides regularly meets with and presents to organizations like Blaine County probation, The Advocates against Domestic Abuse, Senior Connection, and many others.

Section 4: Project Benefits

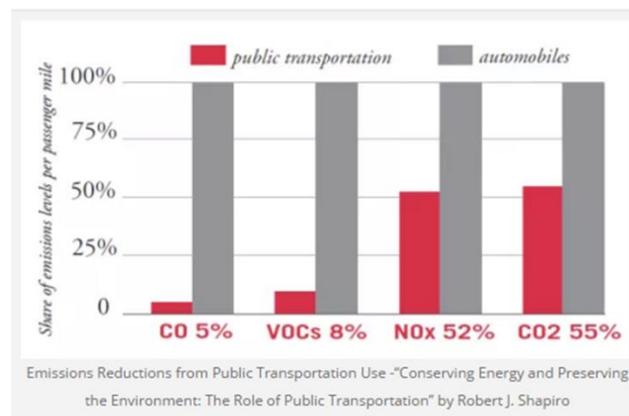
(3 page maximum, single sided) In this section applicants should identify expected project benefits, including basic goals and objectives for the project. Applications should address how the project will:

- Improve efficiency or increase ridership;
- Improve safety;
- Improve mobility;
- Support local economic development and expand economic opportunity

Community and customer benefits

Mountain Rides believes these services provide a host of community benefits including:

- Traffic congestion and pollution are reduced – Mountain Rides takes 1200-1500 car trips off of the roads per day



- Energy use is reduced – Mountain Rides has an effective fuel efficiency of 216 MPG, based on ridership
- Affordable housing can be linked to jobs and service through Mountain Rides' services
- Public transportation builds community value – those living here are more likely to stay and those thinking of living here are more likely to relocate
- Mountain Rides improves quality of life – our services make the community a nicer place to live that is easier to get around and more connected

As this project is a straight-forward vehicle replacement, the direct customer benefits of new vans and buses to Mountain Rides and its riders are simple:

- Safer vehicles with latest safety technology
- More reliable service with vehicles that won't break down as often
- Improved passenger experience with more comfortable vehicles

Mountain Rides believes that all of these will improve our overall ridership. An enhanced customer experience results in more returning riders and better community perception of Mountain Rides. As Mountain Rides has improved its vehicle fleet over the years, it has seen ridership increase.

A part of this application includes a heavy duty bus. Mountain Rides believes that a heavy duty bus provides more overall benefit for Mountain Rides' high use routes. Mountain Rides has found that light duty buses operating on our higher use routes have to be replaced more often and cost more to maintain. For example, the total cost, inclusive of capital and operating expense, is approximately \$100,000 higher for light duty buses vs. a heavy duty bus over 600,000 miles:

- A heavy duty bus will last 600,000 miles = total capital cost of \$380,000
 - A light duty bus lasts only 150,000 miles and costs around \$100,000, so you would need 4 buses over 600,000 miles for a total capital cost of \$400,000
- A heavy duty bus costs around \$0.22 per mile in maintenance = total maintenance cost of \$132,000 over a 600,000 miles
 - A light duty bus costs around \$0.35 per mile in maintenance = \$210,000 over 600,000 mile life
- Total life cost is \$512,000 for a heavy duty bus vs. \$610,000 for light duty buses

There are many other factors that lead Mountain Rides to need a majority of its buses to be heavy duty. First, there are the capacity issues – a light duty bus can only accommodate about 25 passengers and limited standees, while a heavy duty can accommodate 28 passengers plus 15 standees. Second, heavy duty buses are low-floor and can kneel easily, while light duty buses have limited low floor and kneeling options.

Economic benefits

This project provides economic development benefits by ensuring ongoing success of services that are critical to the overall economic health of the area.

- Riders save money by riding the bus or taking vanpool
- Employers can link workers with jobs through public transportation services
- Visitors can easily get around our resort community, which improves their overall experience
- Cities can reduce parking needs, saving money
- Businesses and community groups can use Mountain Rides services for customers and clients, saving businesses money by not having to provide transportation services themselves

In a broad context, strong public transportation supports economic growth. According to research from the American Public Transportation Association (APTA), investments in public transportation yield results:

- ✓ For every dollar communities invest in public transportation, approximately \$4 is generated in economic returns
- ✓ 1.1 million jobs are created or sustained annually
- ✓ 50,000 jobs are created through \$1 billion in federal investment
- ✓ Every \$10 million in capital investment in public transportation yields \$30 million in increased business sales
- ✓ From 2006-2011, residential property values performed 42% better on average if they were located near public transportation with high frequency service

New research from the University of California at Berkeley shows that public transportation supports economic “agglomeration,” which means that more economic activity occurs when people cluster in the same place. Communities with strong public transportation, which facilitates human interaction, reap economic benefits.

Section 5: Project Service and Evaluation

(2 page maximum, single sided) In this section applicants should describe the methodology that will be used to measure and evaluate the project and determine the project’s value to the community. Describe how the applicant intends to evaluate success of the project. Include in the description what data will be collected and relevant to the specific measures.

- Describe how community information and continuous input will be used to evaluate the project’s value.
- Expecting the project under this grant to be successful, describe how the agency plans to sustain the service/project after the end of the grant period.

Service evaluation

This project will be evaluated on an ongoing basis through the capital and service planning processes previously described. The value to the community is delivered through the routes served by these vehicles. It is hard to quantify the financial impact of these services directly, but Mountain Rides believes that the services provide numerous benefits, as described in Section 4.

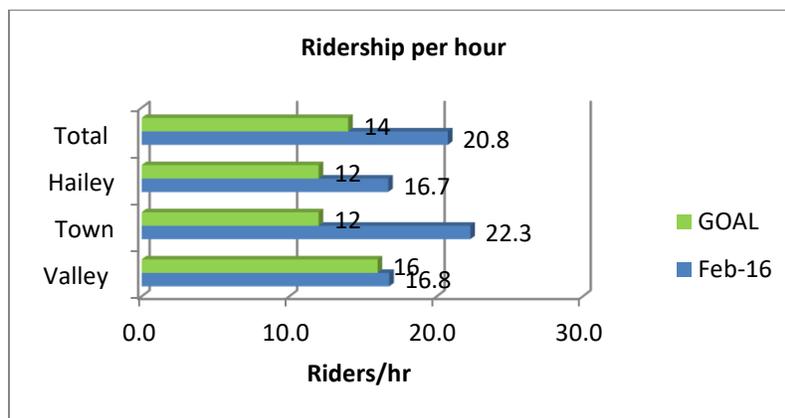
To monitor the ongoing impact of services, and the associated community perception, Mountain Rides employs a number of tools including community surveys, community workshops, rider customer satisfaction surveys, and public meetings. These tools provide an ongoing feedback loop that acts as a barometer of success.

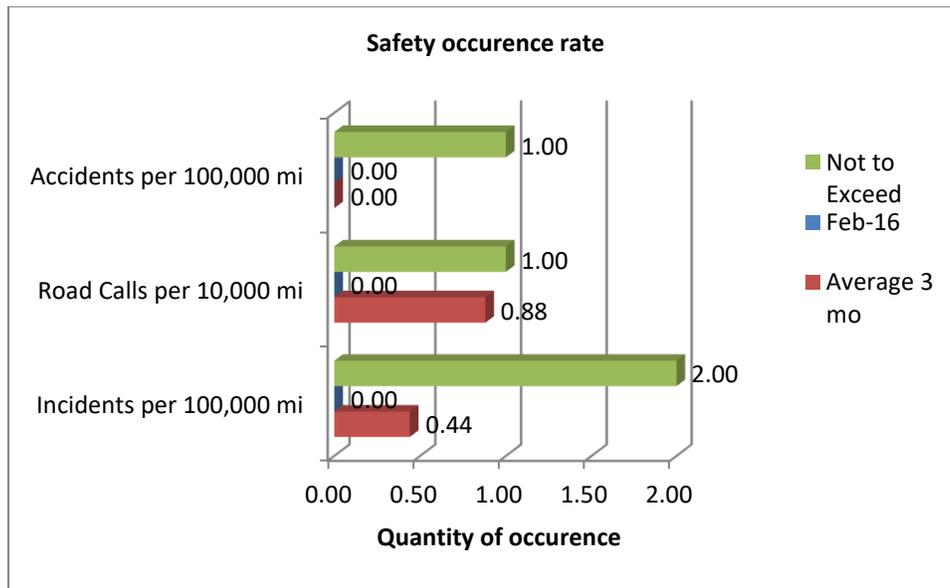
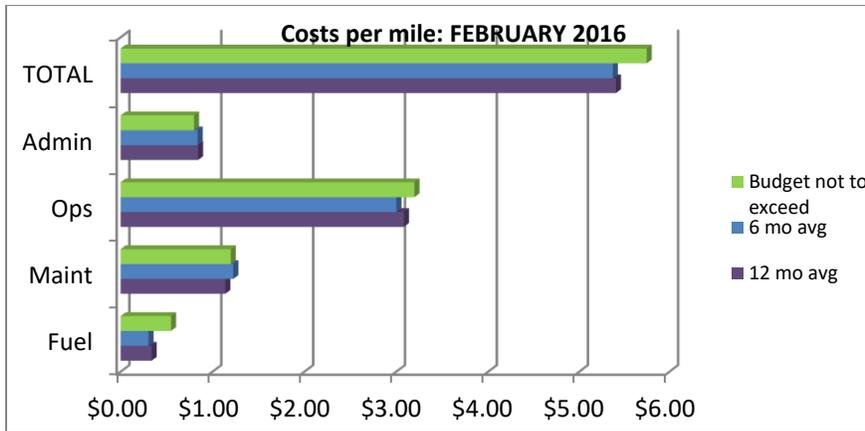
Performance evaluation

In addition to the external evaluation of success from the community, Mountain Rides also continuously monitors the internal performance of the organization through a performance dashboard that is updated monthly and tracks a variety of metrics:

Performance Metric	Current Goal	Current Actual	2020 Goal
Ridership per hour	14 annual average	15	17
At fault accidents	Less than 2 per year	0 for 2014-2015	Less than 2 per year
Road calls (broken bus that can’t complete a trip)	Less than 1 per 10,000 miles	0.3 for 2015	Less than 1 per 20,000 miles
Incidents (less than \$2,500 in damage, no injuries)	Less than 1 per 100,000 miles	0.1 for 2015	Less than 1 per 200,000 miles
On-time percentage	90% of trips	92.5% for 2015	95%
Average fleet age	8 years old or less	7	6

This performance data is compiled and presented graphically for the community to see how Mountain Rides is performing. An example of this data from a recent month (Feb. 2016):





These performance indicators keep Mountain Rides accountable to the general public and keep us focused on high quality, safe, reliable, efficient, and fiscally responsible service.

Sustainability

Mountain Rides will be able to sustain this project by maintaining these new buses and vans through a vigorous maintenance program that includes preventative service, inspections, and certified mechanics carrying out the work. Mountain Rides also has indoor storage of buses in order to prolong the vehicle life.

For future replacement of these vehicles, Mountain Rides has a Capital Equipment Fund that is well-funded through local funding contributions. Every local funding dollar that Mountain Rides receives is allocated 85% to operations and 15% to capital funds. This approach enables capital fund balances to grow over time so that funding is available when future vehicle replacements are needed.

Section 6: Project Budget

See Attachment A for required Project Budget Request template with match rates auto populated.

Fiscal year 2016 Project Budget Request

Subrecipient	Mountain Rides Transportation Authority
Agreement Term	October 1, 2016-September 30, 2017
Contact Name	Jason Miller
Address	800 1st Ave. N. (PO Box 3091), Ketchum, ID 83340
Phone Number	208-788-7433

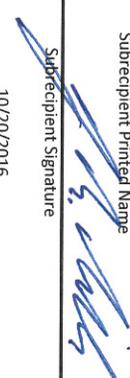
Grant	Capital	80/20	
5339	Total	Federal	Match
	\$ 595,000.00	\$ 476,000.00	\$ 119,000.00

Total Project Cost	Total Federal Request	Total Match Needed
\$ 595,000.00	\$ 476,000.00	\$ 119,000.00

Scope of Work

Replacement of 2 vanpool vans, 1 light duty bus, and 1 heavy duty bus for Mountain Rides fixed route and vanpool operations.

 Jason M. Miller
 Subrecipient Printed Name


 Subrecipient Signature

 10/20/2016
 Date



THE BOARD OF BLAINE COUNTY COMMISSIONERS

206 FIRST AVENUE SOUTH, SUITE 300

HAILEY, IDAHO 83333

PHONE: (208) 788-5500 FAX: (208) 788-5569

www.blainecounty.org bcc@co.blaine.id.us

Jacob Greenberg, Chairman * Angenie McCleary, Vice-Chairman * Lawrence Schoen, Commissioner

October 18, 2016

ITD Division of Transportation
Public Transportation Division
P.O. Box 7129
Boise, Idaho 83707

RE: 5339 One-time funding – October 2016

Dear Grant Evaluation Team:

I am writing in support of Mountain Rides' applications for buses and vans under the 5339 program available through a one-time grant application process. Blaine County supports Mountain Rides' application for funding from the 2016 One-time Capital funding for FY18-19 to support two new vans, one medium duty bus, and one heavy duty bus.

Blaine County strongly promotes alternative modes of transportation. We believe public transportation enhances our community's quality of life, economic vitality, environmental conditions, and the health of our residents and visitors. Therefore, each year Blaine County significantly invests in Mountain Rides. In order to continue to operate a transit system that is healthy, safe, efficient and cost effective, there must be capital investments made to keep vehicle assets in a good state of repair. This funding opportunity would be very beneficial to Mountain Rides success.

Thank you for your consideration of Mountain Rides' application and public transportation in Blaine County. If you have any questions, please feel free to call me at 208.788.5500.

Respectfully,

Angenie McCleary
Vice Chair
Blaine County Commissioners



blaine county regional transportation committee
206 1st Avenue South, Suite 300
Hailey, ID 83333

October 17, 2016

ITD Division of Transportation
Public Transportation Division
P.O. Box 7129
Boise, Idaho 83707

RE: 5339 One-time funding – October 2016

Dear Grant Evaluation Team:

On behalf of the Blaine County Regional Transportation Committee (BCRTC), I would like to express our strong support of Mountain Rides' applications for buses and vans under the 5339 program available through a one-time grant application process. Specifically, BCRTC supports Mountain Rides' application for funding from the 2016 One-time Capital funding for FY18-19 that supports two new vans, one medium duty bus and one heavy duty bus.

Mountain Rides services are crucial to the overall transportation system in Blaine County. In order to continue to operate a transit system that is healthy, safe, efficient and cost effective, there must be capital investments made to keep vehicle assets in a good state of repair. Mountain Rides is a significant community resource to residents, commuters and visitors. In addition, it has a positive environmental impact by reducing traffic, congestion and transportation pollution impacts. Mountain Rides benefits the health and welfare of our community.

Thank you for consideration of supporting Mountain Rides' application and public transportation in Blaine County. If you have questions, please feel free to call me at 208.788.5500.

Respectfully,

Angenie McCleary
Chair
Blaine County Regional Transportation Committee

115 MAIN STREET SOUTH, SUITE H
HAILEY, IDAHO 83333

(208) 788-4221
Fax: (208) 788-2924

October 6, 2016

ITD Division of Transportation
Public Transportation Division
P.O. Box 7129
Boise, Idaho 83707

RE: 5339 One-time funding – October 2016

Dear Grant Evaluation Team:

I am writing in support of Mountain Rides' applications seeking funding for buses and vans under the 5339 program available through a one-time grant application process. The City of Hailey supports Mountain Rides' application for funding from the 2016 One-time Capital funding for FY18-19 that would support 2 new vans, 1 medium duty bus, and 1 heavy duty bus.

In order to continue to operate a transit system that is healthy, safe, efficient and cost effective, there must be capital investments made to keep vehicle assets in a good state of repair. The City of Hailey makes significant investments in public transportation as a key strategy to improving the local economy and quality of life – Mountain Rides benefits residents, commuters, and visitors. Being able to maintain a health system through a funding opportunity such as this is critical to the success of Mountain Rides.

Thank you for consideration of supporting Mountain Rides' application and public transportation in Hailey.

Respectfully,



Mayor Fritz Haemmerle
The City of Hailey



City of Ketchum

Mayor
Nina Jonas

October 6, 2016

City Council

President
Jim Slanetz

Anne Corrock
Michael David
Baird Gourlay

Idaho Transportation Department
Public Transportation Division
P.O. Box 7129
Boise, ID 83707

City Administrator
Suzanne Frick

Re: 5339 One-time funding – October 2016

**Assistant
City Administrator**
Lisa Enourato

Dear Grant Evaluation Team:

I am writing in support of Mountain Rides' applications seeking funding for buses and vans under the 5339 program available through a one-time grant application process. The City of Ketchum supports Mountain Rides' application for funding from the 2016 One-time Capital funding for FY18-19 that would support 2 new vans, 1 medium duty bus, and 1 heavy duty bus.

In order to continue to operate a transit system that is healthy, safe, efficient and cost effective, there must be capital investments made to keep vehicle assets in a good state of repair. The City of Ketchum makes significant investments in public transportation as a key strategy to improving the local economy and quality of life – Mountain Rides benefits residents, commuters, and visitors. Being able to maintain a healthy system through a funding opportunity such as this is critical to the success of Mountain Rides.

Thank you for your consideration of supporting Mountain Rides' application and public transportation in Ketchum.

Sincerely,

Mayor Nina Jonas



Mayor
Peter M. Hendricks

Council
Keith Saks, *Council President*
Michelle Griffith
Jane Conard
Brad DuFur

October 6, 2016

ITD Division of Transportation
Public Transportation Division
P.O. Box 7129
Boise, Idaho 83707

RE: 5339 One-time Funding – October 2016

Dear Grant Evaluation Team:

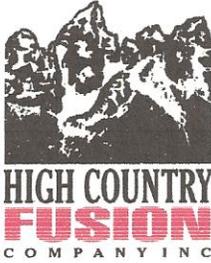
I am writing in support of Mountain Rides' applications seeking funding for buses and vans under the 5339 program available through a one-time grant application process. The City of Sun Valley supports Mountain Rides' application for funding from the 2016 One-time Capital funding for FY18-19 that would support 2 new vans, 1 medium duty bus, and 1 heavy duty bus.

In order to continue to operate a transit system that is healthy, safe, efficient and cost effective, there must be capital investments made to keep vehicle assets in a good state of repair. The City of Sun Valley makes significant investments in public transportation as a key strategy to improving the local economy and quality of life – Mountain Rides benefits residents, commuters, and visitors. Being able to maintain a health system through a funding opportunity such as this is critical to the success of Mountain Rides.

Thank you for consideration of supporting Mountain Rides' application and public transportation in Sun Valley.

Respectfully,

Peter Hendricks
Mayor
The City of Sun Valley



HIGH COUNTRY FUSION COMPANY
20 NORTH POLYFUSION PLACE
P.O. BOX 509
FAIRFIELD, ID 83327 USA
208-764-2000
208-764-2094 (FAX)

October 14, 2016

ITD Division of Transportation
Public Transportation Division
P.O. Box 7129
Boise, Idaho 83707

RE: 5339 One-time funding – October 2016

Dear Grant Evaluation Team:

I am writing regarding Mountain Rides' funding application for two new vans for their vanpool program under the 5339 program. High County Fusion supports Mountain Rides' application for funding from the 2016 One-time Capital funding for FY18-19.

In order to continue to operate a vanpool system that is safe, efficient and cost effective, there must be capital investments made to keep vehicle assets in a good state of repair. High County Fusion has a vanpool route with Mountain Rides and makes a significant investment in public transportation as a key strategy to improving the local economy and quality of life. The funding application from Mountain Rides seeks to replace two vans that are beyond their useful life.

Thank you for consideration of supporting Mountain Rides' application and public transportation in Sun Valley and the neighboring areas.

Respectfully,

A handwritten signature in black ink, appearing to read "Tiffanie Hanks", with a stylized flourish at the end.

Tiffanie Hanks
Director of Information Resources
High County Fusion Company Inc



October 14, 2016

ITD Division of Transportation
Public Transportation Division
P.O. Box 7129
Boise, Idaho 83707

RE: 5339 One-time funding – October 2016

Dear Grant Evaluation Team:

I am writing regarding Mountain Rides' funding application for two new vans for their vanpool program under the 5339 program. The Sun Valley Company supports Mountain Rides' application for funding from the 2016 One-time Capital funding for FY18-19.

In order to continue to operate a vanpool system that is safe, efficient and cost effective, there must be capital investments made to keep vehicle assets in a good state of repair. The Sun Valley Company has multiple vanpool routes with Mountain Rides and makes significant investments in public transportation as a key strategy to improving the local economy and quality of life. The funding application from Mountain Rides seeks to replace two vans that are beyond their useful life. These new vans will benefit Sun Valley Company employees who commute on the Mountain Rides vanpool.

Thank you for consideration of supporting Mountain Rides' application and public transportation in Sun Valley.

Respectfully,

Matt Parke | Human Resources Director | Sun Valley Resort

T: 208.622.2080 | M: 208.720.0153 | F: 208.622.2082 | PO Box 10, 1 Sun Valley Road, Sun Valley, ID 83353

www.sunvalley.com

October 14, 2016

ITD Division of Transportation
Public Transportation Division
P.O. Box 7129
Boise, Idaho 83707



RE: 5339 One-time funding – October 2016

Dear Grant Evaluation Team:

I am writing regarding Mountain Rides' funding application for two new vans for their vanpool program under the 5339 program. Webb Landscape, Inc. supports Mountain Rides' application for funding from the 2016 One-time Capital funding for FY18-19.

In order to continue to operate a vanpool system that is safe, efficient and cost effective, there must be capital investments made to keep vehicle assets in a good state of repair. Webb Landscape, Inc. has multiple vanpool routes with Mountain Rides and makes significant investments in public transportation as a key strategy to improving the local economy and quality of life. The funding application from Mountain Rides seeks to replace two vans that are beyond their useful life. These new vans will benefit Webb employees who commute on the Mountain Rides vanpool.

Thank you for consideration of supporting Mountain Rides' application and public transportation in Sun Valley.

Respectfully,

A handwritten signature in black ink that reads "Malna C. St. W." in a cursive style.

Webb Landscape, Inc.



Board of Directors

Michael Beck
Board Chair/Treasurer

Mike Walton
Secretary

Craig Aberbach
Director

Erin Buell
Director

Becky Duncan
Director

Steve England
Director

Leslie Silva
Director

Debra Rosen
Director

Shelley Seibel
Director

Teresa Beahen Lipman
Executive Director

721 S. 3rd Ave. South
PO Box 28
Hailey, ID 83333
(208) 788-3468

October 19, 2016

Public Transportation Office | Idaho Transportation Department
3311 W State St
Boise, Idaho 83707

RE: 5339 One-Time Capital Application FY 18-19

Dear Public Transportation Advisory Council and Board of Directors,

Enclosed is our grant application to procure a transit ADA shuttle bus for seven seated passengers, a driver and two wheelchairs. These one-time funds match perfectly with our one-time need to add a smaller size bus to our transportation fleet.

As our aging population continues to increase and older adults continue to live longer, the demand for our programs and special transport services is rapidly growing. Our commitment to purchasing ADA accessible vehicles is not only fiscally responsible, but age-friendly.

Thank you for your consideration.

Respectfully,

Teresa Beahen Lipman
Executive Director
The Senior Connection

Section 1: Demonstration of need

Following concern for their health, transportation is the second largest worry for the elderly. According to the 2015 United States of Aging Survey, 42% of seniors are most concerned about being a burden to others, and 34% fear not being able to get out of the house and/or drive. This is especially true in a rural area such as ours where independence is highly valued. Many seniors continue to drive as long as possible because they are unaware of, or do not believe they have access to alternative means of transportation. Lack of reliable transportation is also a significant barrier to accessing health care. The percentage of people over 65 in our community is currently at 15.8 % (the state of Idaho is at 14.7%) We anticipate this will grow rapidly in the near future as the baby boomers continue to age. Seniors are also living longer, increasing the likelihood that they will have to rely on alternative transportation.

The Senior Connection has been providing essential services and programming to older adults for 45 years. We are the only senior-specific serving organization in Blaine County. We currently operate a door-to-door group transportation service daily, Monday through Friday, as well as a demand response service, and 7-day a week transport of clients we serve through our Home Care Division. Our transportation fleet consists of a 14 passenger ADA accessible bus, three Home Delivered Meal vehicles, a mini-van and 2 small compact cars. We transport older adults to our facility and take appointments for transportation to other locations such as medical appointments or grocery shopping. We provide approximately 6,360 trips annually, making The Senior Connection the one of the largest transportation providers for the elderly and disabled in District 4.

We are experiencing more requests for door-to-door and demand response transport, especially from clients of our in-home care services. In addition to needing support for activities for daily living, these individuals need affordable, accessible and available transportation options. This service would also be able to provide "through-the-door" transport for the frail elderly, which would involve helping the client get ready for the trip, assistance during the trip and help getting settled when they return home.

We do not currently own any para-transit vehicles other than our large bus.

Data analysis

This year we convened a "Role and Relevance Committee" consisting of twelve engaged community residents who are conducting interviews with individuals and groups throughout Blaine County, including civic leaders and community partners that provide service(s) to seniors. Preliminary findings are validating what our board had suspected would be the greatest need: Transportation.

Our local public transportation provider offers on request deviations of up to ¼ mile off route for those who cannot make it to regular stops. They require a minimum of 2-hours advance notice. They also offer a curb-to-curb accessible van service for persons who qualify under the regulations of the Americans with Disabilities act of 1991. This service requires an approved application, as well as 24-hours notice. Both of their offerings are curb-to-curb. Frail and elderly persons often require door-to-door and through-the-door service as referenced above. The Senior Connection can meet that need.

The Senior Connection owns a 14 passenger bus that provides 250 door-to-door boardings per month to our facility for lunch and recreation, approximately 3,000 annually. We also provide approximately 6 special transports per week to medical and therapy appointments, grocery shopping or to pick up commodity food boxes at the Hunger Coalition, and other personal appointments. In addition, our bus hosts 2 excursions per month to social events such as the symphony or art festivals, adding an additional 960 boardings per year.

Our two cars provide service for our in-home care clients. Each car services an average of 1.5 clients per day; 135 boardings per month or 1,650 rides annually.

Section 2 Project Description

Available, accessible and affordable transportation for our senior and disabled population.

This project is an expansion of our current transportation offerings. We would like to increase our current fleet of vehicles to include a smaller bus that would accommodate 7 seated passengers, the driver and 2 wheelchair passengers. We would provide on-demand, door-to-door and through-the-door transport for our vulnerable senior and disabled population. For this population, escorted transportation is not a luxury; it is essential. This is not a service currently existing in our area. The Senior Connection would operate on a consistent basis 5-days per week, and on an on-needed basis 7-days per week. Our service area includes all of Blaine County including the cities of Sun Valley, Ketchum, Hailey, Bellevue and Carey. Riders will originate at their place of residence. Drivers will be able to assist the riders from their home to the vehicle. Destinations will mostly consist of medical appointments, grocery shopping, pharmacy pickup and therapy appointments. With the addition of this additional bus, The Senior Connection would be able to address an unmet need in our county which would be transport to medical appointments in Twin Falls. The community has been grappling with this issue for the last 5 years and The Senior Connection is willing and suited to meet this need. As with all of our services, no one will be turned away due to inability to pay.

Section 3: Project Planning

Blaine County has a growing population of older adults who are living longer and more likely to require alternate means of transportation. Adding another para-transit vehicle to our fleet will provide door-to-door and through-the-door service to the frail elderly, expanding on the current deviated fixed route curb-to-curb service provided by Mountain Rides and the current door-to-door service provided by our large bus.

Our staff will consist of our currently employed in-home caregivers and bus drivers. We will increase employees as demand increases. This project is aimed directly at low-income older adults who are unable to transport themselves or utilize our current public transportation options.

In September of 2016, the Executive Director of The Senior Connection, Teresa Beahen Lipman, and the Director of St. Lukes' Center for Community Health, Erin Pfaeffle, hosted a "coffee talk" conversation with community partners to discuss the needs of seniors in our community and to explore programmatic ideas and services to address those needs. In short summary, the need for additional and accessible transportation rose to the top of the list. As a result, the aforementioned two agencies are going to champion an age-friendly sub-committee to ensure Blaine County is more responsive to the transportation needs of seniors and disabled persons. In addition to coordination with St. Lukes' Center for Community Health, the following stakeholders are involved with the planning for current and future transportation needs of this special population -- The Hunger Coalition, The Advocates, The Community Library, College of Southern Idaho, Hospice and Pallative Care of the Wood River Valley, Souper Suppers, Safe Haven Health Care, Mountain Rides, Blaine County Recreation District, Hailey Public Library, Interlink of Twin Falls, St. Lukes' Hospital and the Wood River YMCA.

Additionally, the Senior Connection is engaged in a Contract for Services with the Office on Aging in Twin Falls for a nominal amount of \$1,000 per year for transportation. The Senior Connection is also engaged with a Contract for Services with Blaine County for \$50,000 annually; \$25,000 of which is to support transportation services for the elderly and disabled.

With the growing population and the growing need, if this grant were to be awarded, we would place order for the bus in July of 2017; the vehicle would be on-site in October of 2017. Increased ability to meet the daily transport services requests would begin immediately thereafter.

Section 4: Project Benefits

Expanding our transportation offerings will greatly **improve the level of service for seniors**, county-wide. Currently, we only have one ADA accessible vehicle, our 14-passenger bus. Whenever a wheelchair bound individual needs transport, this is the vehicle we must use, although it does not make economic sense to do so. The addition of another para-transit option will be fiscally responsible as well improve the mobility of our senior and disabled population by providing vehicles that are designed to meet a variety of needs, yet feel safe and comfortable.

The safety and reduction in the number of falls will improve by providing seniors and disabled adults with safe means to access a vehicle.

Senior mobility will improve by providing service to those unable to access more traditional models of transport or curb-to-curb service.

The local economy will benefit by keeping the money spent on goods in the local businesses instead of being ordered online from out of the area. If the individual cannot get to the store, the likelihood of them ordering online increases. Helping people to age-in-place (their home) and/or age-in-community is imperative to economic development.

More imperative, the quality of life for seniors will improve as they are able to continue living independently in their own homes and remain connected to their communities. The gap between life expectancy and driving expectancy is growing and studies show that quality of life improves for adults who are able to get out and remain active in their community. According to the 2015 United States of Aging survey, 54% of older adults rank running errands such as groceries or picking up medications as the top way they participate in the community. Another 40% rank attending local social events as number one. In addition, the survey found 42% of seniors express concern about becoming a burden to others as they live independently. This project provides an alternative to relying on friends and family for transportation.

Section 5: Project Service/Evaluation

In November 2017, the Board of Directors of The Senior Connection is adopting a **Key Indicator Dashboard Report** to evaluate key data needed for effective business decision making. There will be a section designated for transportation including: boardings, number of riders (seniors, disabled, minority, other), mileage and types of transports.

Annually in February, we perform **Program Satisfaction Surveys**. There are 10 key areas that we evaluate both for level of importance and level of satisfaction. Transportation is one of the key areas measured.

This year our ridership has increased by 15% over last year, most of it directly tied into our congregate meal service and recreational activities at our facility. Many of our riders are on the threshold between being able to access current curb-to-curb offerings and requiring more escorted trips. There is no other service in our area that will be able to provide for this need.

This is a one-time funding need to purchase a small bus for our fleet. Fuel, maintenance and driver cost are covered in our general operating budget.

Section 6: Project Budget

See Attachment A

Fiscal Year 2018-19 Project Budget Request

Subrecipient	Blaine County Senior Council Inc., DBA The Senior Connection
Agreement Term	October 1, 2016-September 30, 2017
Contact Name	Teresa Beahen Lipman
Address	721 S. Third Ave., PO Box 28, Hailey, ID 83333
Phone Number	(208) 788-3468 ext. 2

Grant	Capital, Planning, Marketing 80/20		
5339	Total	Federal	Match
	\$ 55,000.00	\$ 44,000.00	\$ 11,000.00

Total Project Cost	\$ 55,000.00	Total Federal Request	\$ 44,000.00	Total Match Needed	\$ 11,000.00
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Teresa Beahen Lipman – Executive Director

Subrecipient Printed Name

Teresa B. Lipman

Subrecipient Signature

10/19/2016

Date

Scope of Work

10 passenger bus with wheelchair lift and restraints to meet group transport needs for our older adult population, Senior Connection members and home-care clients. The price range for this vehicle is \$53,466 - \$54,500. The Senior Connection, in addition to being a 501 (c) (3) organization, is also exempt from sales tax. We would, however, have to pay \$88.20 for a one year license/registration.



October 10, 2016

Public Transportation Office | Idaho Transportation Department
3311 W State St
Boise, Idaho 83707

RE: 5339 One-Time Capital Application FY 18-19

Board of Directors

Michael Beck
Board Chair/Treasurer

Mike Walton
Secretary

Craig Aberbach
Director

Erin Buell
Director

Becky Duncan
Director

Steve England
Director

Leslie Silva
Director

Debra Rosen
Director

Shelley Seibel
Director

Teresa Beahen Lipman
Executive Director

721 S. 3rd Ave. South
PO Box 28
Hailey, ID 83333
(208) 788-3468

Dear Pubic Transportation Advisory Council and Board of Directors:

I write you today to urge your support for The Senior Connection's application for the 5339 Capital grant application.

As the Board Chair for The Senior Connection, I recognize the pressure that is being put on vital services as our population ages. Most want to age at home and/or in their current communities. Unfortunately, the gap between life expectancy and driving expectancy is increasing, creating a growing need for alternative transport, especially in a rural community like ours.

The addition of a transit ADA shuttle bus with a lift, that could accommodate two wheelchairs, will enhance the overall transportation experience for the senior population of Blaine County, and improve mobility to those unable to utilize more traditional modes of transportation. This project will augment our current public transportation offerings by offering a door-to-door service, enabling us to take care of the older adults in our community in a way that honors their dignity and improves their quality of life.

I respectfully ask for your support of this application. Thank you for your time and consideration.

Sincerely,

Michael Beck
Board Chair
The Senior Connection



THE BOARD OF BLAINE COUNTY COMMISSIONERS

206 FIRST AVENUE SOUTH, SUITE 300

HAILEY, IDAHO 83333

PHONE: (208) 788-5500 FAX: (208) 788-5569

www.blainecounty.org bcc@co.blaine.id.us

Jacob Greenberg, Chairman * Angenie McCleary, Vice-Chairman * Lawrence Schoen, Commissioner

Public Transportation Office
Idaho Transportation Department
3311 W State St
Boise, Idaho 83707

October 17, 2016

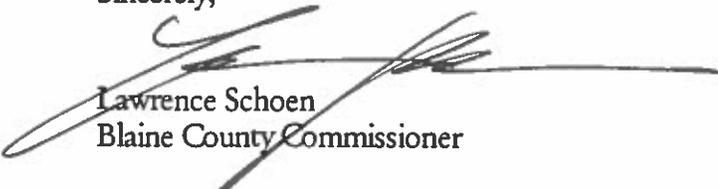
Re: Rural 5339 One-Time Application FY 18-19

Dear Pubic Transportation Advisory Council and Board of Directors:

Please accept this letter in enthusiastic support of the Senior Connection's grant application. I have worked as a Blaine County Commissioner with this non-profit organization for many years. Blaine County helps fund it through a Contract for Services. The Senior Connection has been diligent through the years in executing their contract by providing a wide range of essential, sometimes life-saving services that are broadly beneficial to our community.

The Board of Commissioners is familiar with the entities providing public transportation in our community and appreciate the ways they work together in order not to duplicate services; rather, to expand their offerings to the advantage Blaine County citizens. The vehicles requested by The Senior Connection will alleviate an area of need that is increasing as our population ages. I urge you to support this request.

Sincerely,



Lawrence Schoen
Blaine County Commissioner



October 17, 2016

Public Transportation Office | Idaho Transportation Department
3311 W State St
Boise, Idaho 83707

RE: 5339 One-Time Capital Application FY 18-19

Dear Public Transportation Advisory Council and Board of Directors:

I write you today to urge your support for The Senior Connection's application for the 5339 Capital grant application.

As the Director for St. Luke's Center for Community Health, I am presented, daily, the challenges older adults and disabled persons in our community face finding accessible, affordable and available transportation services in Blaine County.

These one-time funds are a perfect opportunity for The Senior Connection to procure the much needed para-transit vehicles to address this pressing and growing need in our community. Special transport to medical appointments is imperative and The Senior Connection has the willingness and capability to effectively address taking care of older adults and helping them to enjoy healthy and independent lifestyles.

I encourage your thoughtful consideration to their grant request. The Senior Connection provides 7,000 rides annually. While we have a remarkable public transportation system in the Wood River Valley, curbside service is limited. Additionally, many older adults require door-to-door service and transportation services that expand beyond scheduled bus routes and outside the walls of our county such as transportation to medical appointments in Twin Falls or Boise.

The Senior Connection is willing and able to help shape our county in becoming more age-friendly.

I respectfully ask for your support of this application. Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Erin Pfaeffle", written in a cursive style.

Erin Pfaeffle
St. Luke's Center for Community Health

October 10, 2016

Public Transportation Office | Idaho Transportation Department
3311 W State St
Boise, Idaho 83707

RE: 5339 One-Time Capital Application FY 18-19.

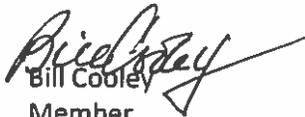
Dear Pubic Transportation Advisory Council and Board of Directors:

I am writing in support of The Senior Connection and their grant application for additional vehicles.

Transportation is vital to seniors like me who have a hard time getting around. In my case, I'm isolated. I do not have a car. I cannot drive. I would be stranded if it were not for The Senior Connection. I am currently able to use their bus to meet my transportation needs but there are other people who cannot get around as well and need a different type of vehicle.

I hope you will fund this grant for The Senior Connection so they can provide service to even more seniors like me.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Cooley", with a long, sweeping horizontal stroke extending to the right.

Bill Cooley
Member
The Senior Connection

October 17, 2016

Public Transportation Office | Idaho Transportation Department
3311 W State St
Boise, Idaho 83707

RE: 5339 One-Time Capital Application FY 18-19.

Dear Public Transportation Advisory Council and Board of Directors:

As the former mobility manager for District 4 Community Transportation Association of Idaho, I am submitting my letter of support for The Senior Connection's grant application. The addition of a transit ADA shuttle bus with a lift, that could accommodate two wheelchairs, will enable The Senior Connection to address the growing need for special transport services.

I am more than impressed that The Senior Connection has an annual ridership of 7,000 seniors and disabled persons. I am also impressed The Senior Connection's transportation services are coordinated with St. Luke's of Wood River, Wood River Hospice, Mountain Rides and Safe Haven Health Care Facilities.

Because the members and clients of The Senior Connection require both door-to-door and through-the-door services, these funds are desperately needed. I attended the One-Time Application Road Show with the Senior Connection Executive Director, Teresa Beahen-Lipman. I can assure you that this grant request meets or exceeds all funding expectations.

The Senior Connection has not requested Idaho Transportation Department funds for quite some time and would benefit from funding to enable access, availability, affordability, safety and mobility of seniors and disabled persons in Blaine County

I respectfully ask for your support of this application. Thank you for your time and consideration.

Sincerely,



Sarah Michael

Engaged Citizen

Blaine County Commissioner 2001-2008

Founder of Mountain Rides Transportation Authority

Prior Mobility Manager for District 4 Community Transportation Association of Idaho



Ted Hendricks
East-Central Idaho Planning & Development
Association, Inc.
299 East 4th North
Rexburg, Idaho 83440
Phone: (208) 356-4524 Ext. 312
Fax: (208) 356-4544
E-mail: ted.hendricks@ecipda.net

October 20, 2016

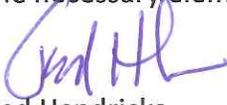
Mark Bathrick
Idaho Transportation Department
Public Transportation Program Manager
3311 W. State Street
Boise, ID 83707-1129

Re: Public Transportation Capital Application
One Time Capital Projects - Rural

Dear Mr Bathrick,

Enclosed please find the FY 2017-2018 Public Transportation Capital Application for One Time Capital Projects – Rural. The Development Company fully supports the proposed application for the remodel of a 20,000 square foot existing building (old Ford Garage). This facility's improvements have included a new design for the public transportation in Teton County. This new bus storage will include START, TRPTA, and Targhee buses stored in this new remodel facility with the City of Driggs acting as the lead agency for the leasing of the facility from the Development Company. We have completed design and have awarded construction on this facility, however we had to cut several components out in order to adhere to all of the code requirements for the bus storage. The storage facility has a cost of approximately \$950,000.

This request will hopefully give us the necessary financial support to add back into this project the necessary elements that had to be cut in order to facilitate this bus storage.


Ted Hendricks
Community & Economic Development Manager

Section 1: Demonstration of Need

Demonstration of Need for Public Transportation Funding: (3-page maximum, single sided) Applicants should demonstrate the need for the service/project in their local area.

- Include a description of any data analysis conducted
- Discuss efforts, either qualitative or quantitative that were undertaken to determine need.

This project has been developed over several years. The facility in question that is currently being remodeled to house the bus storage has been owned by the Regional Development Organization for Southeast Idaho (East Central Idaho Planning & Development Association). Several different proposals have been reviewed and identified by ECIPDA and the community of Teton County. It has been determined that the highest need for the community and best use for this facility would be to facilitate public transportation and increase educational opportunities for the County. In September, ECIPDA awarded a \$1,950,000 contract to remodel this facility to meet the community identified need. The City of Driggs have applied for and received an ITD Grant to store the public transportation buses in Driggs but struggled with finding an appropriate location. This facility meets the location need. It also is large enough to facilitate a complete storage of all public transportation vehicles which includes vehicles from START, TRPTA and Targhee Shuttle buses. The severe winter elements of Teton County require an enclosure to protect the fleet of public transportation vehicles and to save thousands in additional labor and fuel costs that have been spent in the past when the facilities were stored outside. In addition to protect the vehicles from winter elements, the facility is also required to provide a fire suppression system, and an airflow exhaust system, all of which have been included in the awarded contract.

Section 2: Project Description

Project Description: (4-page maximum, single sided)

Provide a concise project description, specifically detailing the proposed project for which funds are being requested and how the project addresses the scope and objectives of the program. If the project was previously funded by ITD, explain what was funded.

- Include detailed Scope of Work including but not limited to hours of service, counties and cities served (service area), mode, and populations served.
- Discuss rider origination and destination location.

This project is a continuation of the project that ITD has currently funded with the City of Driggs under a 5311 Grant. The original scope has proven difficult for the City of Driggs to facilitate. A meeting in January of 2016 with ITD, the City of Driggs and East Central Idaho Planning & Development Association (ECIPDA), it was determined to best meet the needs of the community and also of ITD's application funding requirements. It was decided to transfer the grant given to the City of Driggs to ECIPDA to use the funds to remodel the Ford Garage into a public transportation facility. That has been accomplished. We have not only designed the new facility but have awarded construction as well. The current cost has escalated due to the high costs of bus storage in the facility. We all hoped that the \$350,000 original grant would cover the cost but the costs has exceeded \$950,000. In moving the project forward, we elected to award and seek additional funds for the shortfall. Please see the following architect report along with our engineer for cost estimates for the improvement project as well as site improvements that need to take place).

NOTE: addressing the above two bullet points. The scope of work and organizational routes that the buses undertake is not relevant to this improvement project. However, if you need that information, we would be glad to get with the providers to provide that to ITD.

Section 3: Project Planning

Project Planning and Coordination: (3-page maximum, single sided) In this section, the applicant should describe how the proposed project was developed and demonstrate that there is a sound basis for the project and that it is ready to implement if funded.

- Describe how it meets the needs of the service area identified in detail, and describe the Project Development Process.
- Describe coordination with local stakeholders on project development.
- Provide detailed project timeline and milestones for project delivery.
- Provide required NEPA worksheet if applying for a capital grant that will be “moving dirt”.
- Staffing Levels.
- Labor Unions.
- Coordination and inclusion with Minority and Low-Income Populations.

The service area has been identified by what the public transportation needs have demonstrated in the past for Teton Valley. The project development pertaining to this proposal is strictly for the funding of Bus Storage Facility. There has been a tremendous partnership between the City of Driggs, ECIPDA and the three service providers. We have worked closely together in developing this project and will continue to do so. The timeline and milestones for the project have been established with the award of the construction contract. We have approximately 150 days of construction so we anticipate the facility to be done and completed by early summer of 2017. The project has previously been exempt from the NEPA worksheet requirements due to the fact that it was existing and no new additional construction is required as far as environmental clearance is concerned. The three providers facilitate both minority and low income populations in the Teton County area.

Section 4: Project Benefits

Project Benefits: (3-page maximum, single sided) In this section applicants should identify expected project benefits, including basic goals and objectives for the project. Application should address how the project will:

- Improve efficiency or increase ridership
- Improve safety
- Improve mobility
- Support local economic development and expand economic opportunity.

This project will increase the efficiency of the buses due to the fact that they will be housed in a controlled environment and will provide increased opportunities for ridership, improve safety of the vehicles and increase mobility because additional time will be available for the transporting residents.

This project will support local economic developments and expand economic opportunities by facilitating transportation needs to and from the educational component that this project will provide the valley. This project not only is providing housing for the regional public transportation, but it is also providing a campus setting for the Eastern Idaho Technical College to provide educational opportunities for Teton County residents. The Technical College has agreed to bring both technical educational classes as well as Healthcare, Outdoor safety and other related courses that can benefit the community.

Section 5: Project Service/Evaluation

Project Service and Evaluation: (2 page maximum, single sided) In this section applicants should describe the methodology that will be used to measure and evaluate the project and determine the project's value to the community.

- Describe how the applicant intends to evaluate success of the project. Include in the description what data will be collected and relevant to the specific measures.
- Describe how community information and continuous input will be used to evaluate the project's value
- Expecting the project under this grant to be successful, describe how the agency plans to sustain the service/project after the end of the grant period.

This Economic Development project along with the bus storage facility success will be measured by how many opportunities are provided to local residents in the form of job creation as well as additional job training skill sets. The value to the community will be measured by providing an increase of economic opportunities in the form of a better trained workforce and increased jobs by and through company expansion and relocation. The public transportation will be measured by facilitating these new developments. The data will be collected on an annual basis by ECIPDA and turned into the Economic Development Administration within their reporting requirements. We will continue to partner with the community to facilitate new developments and expand current successful operations. ECIPDA will maintain ownership of the facility and will continue to work with the community and the municipalities to make sure that it meets the goals and objectives not only of the community but of the funding agencies. We as an economic development company measure our success by helping our communities sustain and grow their business opportunities as well as their way of life.

Section 6: Project Budget

See Attachment A for required Project Budget Request template with match rates auto populated.

We have attached a project scope and budget to this application from our architect. Their budget includes what we have already awarded for construction in the first paragraph of their letter. That budget amount includes all the costs associated with the bus storage and their facility and totals \$468,636. This amount is approximately \$100,000 over the ITD grant and associated match that ECIPDA is currently under contract with ITD.

As a result of awarding this amount and doing this work for the bus storage, we were forced to delete all of the items in the last paragraph that the letter has identified which totals \$526,330. A few of the items within the 526,330 scope may not be considered as part of the bus storage. But if you will look at some of the pertinent items like roof replacement, the restrooms and breakroom for the bus terminal, the water and sewer services that need to be submitted into the building, the parking lot repairs and the parking lot light all are an intricate part of the bus storage. Those amounts equal roughly the same as the previous paragraphs budget that has been awarded or \$470,000

We wish to secure approximately \$500,000 for the necessary improvements to finish this project. The \$500,000 could be split using the 80/20 ratio or \$400,000 ITD / \$100,000 cash match from ECIPDA. We provide our commitment to the \$100,000 cash match with this application. We have not put this budget in the budget because we wanted to explain where we are currently and where we need to be once completed.

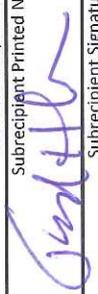
Fiscal year 2016 Project Budget Request

Subrecipient	East Central Idaho Planning & Development Association
Agreement Term	October 1, 2016-September 30, 2017
Contact Name	Ted Hendricks; Community & Economic Development Manager
Address	299 East 4th North, Rexburg ID 83440
Phone Number	(208) 356-4524

Grant	5339	Capital 80/20	Federal	Match
	\$	500,000.00	\$	400,000.00
			\$	100,000.00

Total Project Cost	\$	Total Federal Request	\$	Total Match Needed	\$

Ted Hendricks, ECI/IDA
Subrecipient Printed Name



Subrecipient Signature

10/20/2016
Date

Scope of Work

Please See Attached.

gpc architects

October 19, 2016

Ted Hendricks
The Development Company
299 East 4th North
Rexburg, ID 83422

Re: Teton Business and Training Center Bus Storage Cost Estimate

Dear Ted,

Below is the scope of work and cost estimate based on Ormond's schedule of values for the Bus Storage portion of the Teton Business and Training Center that is in their current contract for construction.

- General Conditions
- Existing Conditions
- Structural Concrete
- Structural Steel
- Doors, Frames and Hardware
- Drywall and Acoustic
- Painting
- Fire Sprinkler for the entire building
- HVAC
- Electrical

Total for the above scope of work is \$468,636.

Below is an opinion of probable cost for an additional scope of work requested to complete the Teton Business and Training Center.

- Bid Alternate #1 Roof Replacement - \$109,560
- Bid Alternate #2 Deck - \$57,280
- Bid Alternate #3 Addition for Restrooms, Break Room and Janitor's/Mechanical Room - \$115,170
- Water/Sewer Upgrades - \$75,000
- Parking Lot Improvement 1" Overlay - \$25,000
- Repair Cracks and Seal - \$12,000
- Replace Parking Lot Lights - \$44,000
- Soft Costs - \$35,320
- Builders Risk Insurance - \$5,000
- A/E Fees - \$48,000

Total for the above scope of work is \$526,330.

The total for both scopes of work is \$994,966.

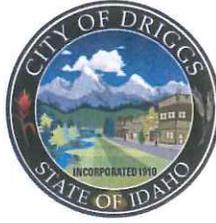
Sincerely,



Garrett P. Chadwick, AIA, LEED AP BD+C
Principal, GPC Architects

Letters of Support

We have included a letter of support from the City of Driggs. We have also asked Darren Brugman from START bus to also provide a letter of support. Darren indicated that they would be glad to offer and provide a letter of support. Their Board of Directors met on mid-October 2016 and approved the support of this proposal per a phone conversation with Darren Brugman and Ted Hendricks. Once we receive the letter of support, we will forward onto you.



Inc. 1910

Mayor Hyrum F. Johnson

60 S Main St | PO Box 48 - Driggs, ID 83422 | Ph: 208-354-2362 | Fax: 208-354-8522 | www.driggs.govoffice.com

October 19, 2016

Idaho Transportation Board
3311 W. State St.
P.O. Box 7129
Boise, Idaho 83707-1129

RE: Letter of Support for ECIPDA FTA Capital Funding Application for Driggs Bus Storage

Chairman and Board Members:

The City of Driggs fully supports the grant application submitted by East Central Idaho Planning & Development Association for additional funding for the bus storage facility in Driggs. There are several key facility attributes that are proposed to be added with the additional funding that will allow the facility to function as intended.

If any additional information is needed, please feel free to contact me at Driggs City Hall.

Sincerely,

Doug Self, AICP
Community Development Director



Idaho Transportation Board
3311 W. State St.
P.O. Box 7129
Boise, Idaho 83707-1129

RE: Letter of Support for ECIPDA FTA Capital Funding Application for Driggs Bus Storage

Chairman and Board Members:

On behalf of the Southern Teton Area Rapid Transit (START) Board of Directors – START fully supports the grant application submitted by East Central Idaho Planning & Development Association for additional funding for the bus storage facility in Driggs. There are several key facility attributes that are proposed to be added with the additional funding that will allow the facility to function as intended.

START currently operates three (3) Commuter buses to/from Driggs and Victor, Idaho transporting nearly 2,500 monthly trips to/from Jackson (Teton County) Wyoming each weekday. The buses are currently parked overnight on the City of Driggs Public Works Department parking lot – exposed to the elements. Use of this facility in Driggs is very much needed and highly anticipated.

The START Board unanimously approved this resolution at their regularly scheduled October Board of Directors meeting on October 13, 2016.

If any additional information is needed, please feel free to contact me at START.

Sincerely,

A handwritten signature in blue ink that reads "Darren R. Brugmann".

Darren R. Brugmann
Transit Director
START
307-732-8650