

**Umatilla County Transportation Advisory Committee**  
**Advisory Committee Meeting Minutes**  
Umatilla County Courthouse, Pendleton OR 97801 Room 114  
Google Meet option  
November 30, 2022 2:00PM

**AC Members Present:** Kim Beck (U.C. CDDP); Staci Kunz (transit consultant); Heidi Zeigler (DHS); Linda Carter (City of Pendleton) and JD Tovey (CTUIR/Kayak)

**AC Members Virtually:** Teresa Dutcher (Chair) and Jose Garcia (New Horizons)

**AC Members not in attendance:** Jeremy Umbarger (Clearview Meditation) and Rod Harwood (GOHBI)

**County Liaison:** Megan Davchevski (Transit Coordinator) and Bob Waldher (Planning Director)

**Public In-person:** Karen Kendall (GEODC); Laurel Sweeney (City of Milton Freewater); Roberta Carver-Carson (Kayak) and Susan Johnson (Kayak)

**Public Virtually:** Mark Morgan (City of Hermiston)

Chair Dutcher greeted the group and called the Umatilla County Transportation Advisory Committee (UCTAC) meeting to order at 2:00 PM. There were introductions of the UCTAC committee members and members of the public in the room and online.

**STIF Payroll Fund Applications:**

Megan provided a brief overview of the two transportation project funding sources. The STF and STIF funds have been consolidated, but the senior/disabled projects (population fund) are still separated from the rest of the STIF funds. The group discussed the population fund projects in yesterday's meeting. Today's discussion is regarding the payroll portion of the funds which is funded from the transit payroll tax of 1/10<sup>th</sup> of a cent. These projects are for the general public transit services.

There was also an overview of the Umatilla County Coordinated Human Services Plan (CHSP) Goals and the priority order. All projects funded in the STIF plan must align with the CHSP goals.

ODOT releases allocation estimates for revenues received for each fiscal year. The most recent estimate for Umatilla County is \$1,329,979 for FY 2024 and \$1,397,049 for FY 2025. ODOT is telling Qualified Entities (QEs) to plan for an additional 20% of this estimate. This is to account for excess payroll revenues collected from July 1, 2021 through June 30, 2023. Megan shared that if Umatilla County does not plan for this additional 20% we will not be able to spend it. With that being said, ODOT is not guaranteeing an additional 20% funding. So, the committee may want to put this funding for projects that are not operations. There is also a projected carryover of \$75,000, this is from the Umatilla County project for the Transit Development Plan.

The County has a System Sustainability Reserve project which was created by the former STIF committee. This reserve is to protect existing transit operations in the event that STIF revenues are less than the provided estimates. The System Sustainability Reserve policy was adopted by the STIF committee and requires that 10% of each year's STIF revenues be allocated to the reserve fund. The spreadsheet amount for the Reserve includes the \$75,000 unprogrammed carryover, this does not have to go to the reserve and can be used to fund other projects.

JD added that he was on the original rules advisory committee for STIF, and the concern was that if payroll revenues were to drop, transit projects would suffer. When payroll funds go down is when transit is needed the most. He is agreeable if the Committee wants to revisit the amounts. The goal was to have a local

discretionary fund program that would be more flexible, while also providing funding for existing operations if an economic downturn were to occur.

Megan shared that she was recently on a call for discretionary grant applications. This call mentioned that having a large reserve could negatively affect ODOT discretionary grant applications. She followed up with Angie Jones, our local Regional Transit Coordinator with ODOT, and ended up attaching the System Sustainability policy to each of the County's discretionary applications. Along with a narrative explaining why the reserve funds were not being utilized for the intercommunity routes, to protect existing operations in the case of an economic downturn.

#### *Project Presentations:*

##### Umatilla County:

Megan presented the County projects. Total requested funds is \$1,822,022.40 which includes the System Sustainability Reserve fund and carryover. Megan would like to increase the County's marketing efforts and create a social media presence with the help of a marketing firm. Another new project is the bus stop signage and shelter project which would add transit signage at all stops within the County and add four new shelters at the popular stops. Maintenance costs are included in the project total for weekly washing and garbage clean up. Kayak provided an estimate for what it would cost them to do this. Megan has also contacted the cities to see if their road departments could provide that service as a local contribution. She has only heard from Stanfield so far.

JD shared that maintenance match needs to be tracked properly in order to count the maintenance services as an in-kind match.

Linda asked who else applied for discretionary grants in the County? Kayak applied for the Walla Walla Whistler, La Grande Arrow and Hermiston-Boardman Connector all for operations and administration. Megan shared ODOT's concern was that the agency didn't want these routes to totally rely on the discretionary grants, but didn't tell the County not to apply. JD shared eventually these large capital projects will go away, and then STIF funds will primarily go to operations.

##### CTUIR/Kayak:

Susan Johnson presented for Kayak. Kayak provides regional transit services throughout Umatilla County, and into Walla Walla, WA and La Grande, Oregon. They are working on hiring a Transit and Fleet Safety Manager to provide in-house driver training. Currently, Kayak partners with the City of Hermiston, Milton-Freewater and Morrow County for transit services.

Staci asked if they have been able to order the Connector bus? Susan said yes, they are working on it, the timeline is currently 24 months to receive a bus. Heidi asked if the price is guaranteed? No.

##### City of Hermiston:

Staci provided an overview of the City of Hermiston's transit projects. They are looking to expand the programs and retain a larger group of riders. This is why they will be creating a part-time transit coordinator.

JD asked if the taxi ticket drivers are city employees? No, they are the taxi company's employees. Who will receive the dispatch software? The City will own the software but the taxi company will utilize the program in the vehicles. The software will record the rides, hours, and miles. It is cloud based data.

##### City of Milton-Freewater:

Laurel shared that Milton-Freewater has a fixed route (general population) bus and the senior/disabled taxi program. Kayak currently provides the fixed route service. It is a local circular that goes into Walla Walla to take people the Veteran's Clinic and hospital. Their services did take a hit during the Covid pandemic and ridership declined. They are looking to build ridership to pre-pandemic levels. Laurel provided ridership

information to those in the room.

Linda asked if the transit assistant will be new? Laurel said no, it is an existing person. Linda asked why Milton-Freewater thought they needed so much more money for administration than the larger cities of Pendleton and Hermiston? Laurel said the other cities are not part of a Metropolitan Planning Organization (MPO), Milton-Freewater is. There is a lot of extra reporting that is required for being in the MPO. They also have to participate in regular TAC meetings, and are a direct recipient to the FTA. They have about 50 reports in one year to complete.

Linda asked if they could survive if the administrative amount was only an 8% increase from the previous biennium amount? Laurel said yes. They need the match to remain and the implementation reserve in order to implement the system study recommendation.

JD pointed out that having \$120,000 carryover, and then an additional \$50,000 for each fiscal year is a lot of money for unknown projects. Laurel said that if they need a bus, that would take out the entire reserve. Linda said an agency should always go for capital grant dollars first for bus purchases.

Laurel said \$120,000 doesn't go very far for large projects. JD said there is a balance in creating flexibility but being specific. There is a lot of contingency that may not be used. Linda said no one has a concern about them keeping their carryover. But, if they are carrying that much money over each biennium, maybe they should not have as much in the next biennium. Instead of having more money sitting on the table.

There was discussion over funds being "use it or lose it" or being able to carryover funding. JD said that it used to be "use it or lose it" but that has changed. At a certain point, ODOT will look and if QEs have a lot of carryover then they may eventually lose STIF dollars. Kim said this is a slippery slope, because people could start spending money on things that are not needed.

Laurel said she would rather shave money off of the operations and preventative maintenance and keep the plan implementation the same so that they can implement projects.

Kim asked what advisory committee members roles are when they are also providers? Are they here to make a decision or advocate for their projects? Megan said it can be both. They are here to make a decision, as long as the Committee acknowledges that representation exists and as long as the member can make a decision without bias. Teresa agreed, ODOT allows and requires that transportation providers be on the committee. JD said even PTAC is almost only transportation providers. ODOT, PTAC and OTC review our STIF plan and OTC is made of transportation providers.

Staci asked if they are still doing a system study? Laurel said yes, just not with STIF funding. They are using federal money to do this study. Staci said her concern is that other providers seek other funding and only come for STIF funds for local match.

Laurel said they would like to participate in iTransit NW. Linda asked if the Milton-Freewater bus was not part of Kayak's system? No, it is the City's bus.

Staci asked how reserve funds get moved to be used for something like a vehicle purchase? Megan said it depends on the STIF plan project language. If the STIF plan states it is only for fixed-route operations, then it can only be used for fixed-route operations until the next STIF plan. Staci doesn't want their project to be too narrowed down where they can't use the funds.

#### City of Pendleton:

Karen Kendall and Linda Carter presented the City of Pendleton projects. They have several transit projects including the deviated fixed route, Let'er Bus. The service runs 5 days a week with 30 stops and can deviate

up to a half mile if folks call and arrange the deviation a day in advance. They are working on creating efficiencies and coordination with Kayak. They have installed several shelters around town.

Susan Johnson asked about their ridership during Round-Up, there was a large increase in ridership. Were there any route changes? Yes, they changed the routes at the request from Round-Up and the Chamber. They did a shuttle service with expanded hours. This is lower than pre-pandemic ridership numbers. They are slowly building back up. Let'er Bus never shut down during the pandemic.

Linda shared that hiring Karen has allowed the City to apply for more grants and they have been awarded the larger grants.

Kim asked which projects the 5311 dollars fund? Linda said 5311 funds the general public Elite taxi tickets, general public dial-a-ride, and the drug and alcohol tests and administration. It also funds some marketing with radio advertisements.

Susan asked if they didn't use all of their 5311 money because of the Covid funds? Linda said yes, they have some 5311 dollars that are left on the table. All of the Covid money has been used because it didn't require a match. Karen said the contractor costs have increased a lot partly due to fuel.

Kim asked if they are using iTransit only in the summer? Karen said no, the company sent them 2 contracts, one was for the existing four tablets and the other was for three tablets. This would exclude the bus used during the summer that takes kids to the pool and parks. iTransit is only for buses, not taxis.

It was discussed that many of the local transit providers utilize iTransit, despite the high maintenance fees. Megan shared that the County contacted the company to see if there were cost savings to bundling the individual agreements, and the company said that was not an option as there are not enough transit vehicles using iTransit within the County. Linda said that when they were under Valley Transit the cost was very reasonable. It has now gone up.

Karen provided details about what would be included in the furniture and equipment request, they consulted the taxi provider, the City, the architect and Kayak to create this list. The project end date is June 2024. Kim asked what they would do if this project wasn't funded? Karen said they could look at additional grants.

Susan asked if they could make cuts anywhere, maybe they only need one printer instead of several printers? Karen said they will look at that.

Kim said a \$3,000 chair is excessive. Linda agreed, they will look at the list. JD said their bus barn does have a lounge chair, but it was similar to a rent-to-own purchase. Linda said the City is not lavish.

The bus deficit received a federal grant but since the time that the grant was awarded, inflation has hit the vehicle industry hard and prices went up. Kim asked where the bus is in the process? It is being built, they are told it will be delivered in September.

### **Discussion and Decision:**

Kim said she sent out a counter-proposal to Linda's proposal. The printed copy is in the room, and was emailed early this afternoon.

Megan pulled up the "requests received" spreadsheet with project totals. This shows the reserve receiving the extra 20%. The reserve also shows the \$75,000 carryover from the County TDP project. This can be changed.

Linda reviewed her proposal. She had included administration increases of 8% to account for inflation. She

felt the sign and shelter project was not a high priority. She also reduced the County reserve just to make things balance and removed the contingency projects. But, maybe the extra 20% could be added to the contingency projects. If they aren't funded with discretionary dollars then maybe we could pull from the reserve. Megan pointed out this would require the committee to amend the current reserve policy. JD said we need to plan for a future recession, and shouldn't bank on pulling from the reserve. Linda feels that the intercommunity grants will be funded.

Linda's proposal reduced Milton-Freewater's administrative amount and eliminated the new revenues from the operation reserve and 5307/5310 match. Linda also cut her Let'er Bus operations based off the additional 5310 funding approved yesterday and cut the furniture and equipment amount and the vehicle deficit amount. Linda said this was just a starting point, and she used up all of the money. This is without the \$75,000 carryover.

JD shared information about the 100% vs the 120% project lists. When STIF first began, the only similar revenue stream was the marijuana sales tax. The committee and ODOT weren't sure what the revenues would look like on a payroll tax. The first year was very conservative, which created a surplus of carryover funds. Every year we have been planning and receiving the 100% revenues. The program is still new and trying to level out, and then there was the Covid pandemic and the recession.

Heidi asked for clarification on the projected revenue amounts for the 100% and 120% funding levels. What happens if they give us 120%? Megan said we can spend it if we plan for it, but we lose the extra 20% if we do not plan for it.

Linda asked why the UCTAC can't show that 20% as additional money for the existing projects?

Kim reviewed her proposal. She thinks with the \$75,000 carryover it will fund everything. Remove the Hopper/Rocket match and just use the contingency. Give Milton-Freewater \$15,000/year for the plan implementation/reserve and fund Pendleton's Bus Barn furniture at \$58,415 because she thinks the furniture list could be refined and become more reasonable.

JD said the Hopper/Rocket contingency is less needed than the match. You only need one or the other. JD said the group should build the budget to 100% and then identify certain 120% projects to have the total STIF plan at 120%.

The group discussed removing the 20% amount from the reserve fund and only putting the required 10% each year into reserve. Then the funding for 120% would go to other projects that would be contingent on the County receive the 120% allocation.

Linda said she believes Milton-Freewater's administration project should decrease to be level with the other cities' administrative projects. Then some of the money could go back into the City of Pendleton's projects. Kim said the money wasn't Pendleton's and the UCTAC doesn't know Milton-Freewater's salary cost. They hire in house and Pendleton negotiated 8% but we don't know what theirs looks like. Getting into how people handle administration is a slippery slope.

JD said he is split both ways. Kayak doesn't get any administration, this is all operations. They cover all of their own administration so he knows what it costs. But there is a base level of costs regardless of how many buses you own. He understands it is needed. But this issue is across our entire region, we have a lot of administrative costs because we have a lot of different programs. This is one of the challenges that the Transportation Development Plan is exploring with a Regional Transit Authority (RTA). Everything would be collapsed under the RTA.

Kim said everyone but Milton-Freewater is choosing to use a contractor so that costs different than an employee. Milton-Freewater is choosing to hire an employee so they shouldn't be nit-picked for that. Is that

really the fight we want, to divert \$11,000?

Linda asked at what point in time do you look at the size of the operations, Milton Freewater has the MPO, because Kayak does the reporting correct? JD said they turn the data over. And that is an inefficiency. Kayak collects the data, reports data to the ODOT, and gives Milton-Freewater their data to report to ODOT.

Kim agreed it needs addressed. But she doesn't think it needs addressed when this system is still fairly new. We are still in survivor mode from recovering from Covid. She thinks people need to be able to support their systems in the way they need to. And then revisiting in the future would be more appropriate. Kim shared she is always working ahead, and budgeting ahead. It really knocks your plans down when you lose 10 or so percent.

Linda pointed out Milton-Freewater's request for the last two years was \$95,000 or \$47,500/year so it is up substantially and the ridership is down and the population base is much smaller. It is 1/3 the size of Pendleton. Ridership is 1/10<sup>th</sup> of Pendleton. Kim said their administrative person is providing a different level of service than a contractor. Linda said you cannot supplant current staff with these dollars. JD clarified you cannot supplant current contributions.

JD is hung up on the plan implementation/operations reserve. He understands where it is coming from, but we have transit plans and we should fund projects coming from those plans. Who is doing the plan implementation, is that salary? Can some of that be collapsed with the administration?

Kim would support Milton-Freewater getting the \$120,000 carryover in the reserve without any new funding additions. She does not support Pendleton getting the full \$97,000 for furniture and equipment when it doesn't seem necessary. Linda said she is asking for contribution for the bus. She hasn't heard anyone else over up concessions.

Kim shared that between all of the requests, Pendleton is asking for \$1.25 million. Linda said she is asking for one-time purchases, like the furniture and bus. Everything else is an existing project. They provide up to 45,000 rides. Kim said Hermiston is 20% of the population but Pendleton is asking for more money. They should find a middle ground.

JD said we need to cut somewhere and maybe a better procedure could be put in place in the future.

Kim said Milton-Freewater would be taking a 22% cut from their request, and the County a 10% cut. Between the three funding sources Pendleton is asking for \$1.25 million. It is one big program. Kim is proposing a reduction in the bus barn furniture and equipment.

JD asked if some of these projects could be put into the 120% funding? Megan shared the updated spreadsheet. Without funding the bus shelter project, the funding is balanced for FY 25. Cuts still need to be made for FY 24, this would assume that the sign and shelter project is funded under 120%.

The group worked through the excel sheet to try to get each FY to balance with the 21-23 carryover. JD and Megan discussed how to ensure the Hopper and Rocket routes have funding in the case that they do not receive the discretionary grants.

Linda asked if Milton-Freewater would use the money if they were to get an additional \$15,000 or if it would be carryover? Laurel said she couldn't say, she wanted it there for the option for them to use the money following the study.

JD said everything turns if the County receives the discretionary grant, Megan said we won't hear from ODOT until after the STIF plan is due. JD stated he doesn't want to leave this much money in contingency.

Kim asked if the additional 20% was in the reserve in the original spreadsheet? Megan said yes, the original carryover was changed to remove the additional \$75,000 carryover. Kim did not know why the spreadsheet wouldn't balance. Megan checked the spreadsheet formulas for accuracy.

Linda said let's balance for 100% for both years. And then have the 20% in the reserve, and then we can re-meet to discuss how to use those funds.

JD said we should have a 120% project for operations. Heidi asked for clarification if the funds are designated for the Hopper and Rocket, if we don't use it do we lose it? Megan said no, we don't lose it the funds will carryover. JD added that we have to program for it, if we don't program it and don't use it then we lose it.

Linda asked if anyone had heartburn if we gave Milton-Freewater \$15,332 in FY 25? Then if they don't use it, they shouldn't ask for more in the future. The group agreed to add that amount to Milton-Freewater's plan implementation project. The spreadsheet balanced at the 100% amount.

Linda asked if the group was satisfied with the 100% allocations? JD said he was okay with it as long as the UCTAC recognized that there is a risk that the two intercommunity routes will not receive the discretionary grants. The sheet balances but there is a risk.

Megan pointed out that maintaining existing services is priority #1 in the CHSP. Linda said she is pretty sure that the routes will receive discretionary funds. JD said he is 85% sure as well. Staci asked about the other intercommunity routes, how are they funded? The Arrow and Whistler? They are also funded with intercommunity discretionary dollars.

Linda said if they don't receive discretionary dollars, the UCTAC can reconvene and use the reserve dollars to fund the routes. And then the providers need to take a look at projects and not keep expanding. The main goal is to maintain the routes.

Megan suggested a new project for intercommunity routes. At some point the County will need to fund these routes. JD said there is still a backlog of capital projects. We are hitting ourselves on a false ceiling. Eventually these projects will go away. The Intercommunity route operations currently cost more than the County's entire STIF plan.

Linda asked what we could do for the 20% to vote on something. Heidi said she would vote on the 20% being a contingency for the Rocket and Hopper. Linda asked if this could include the bus stop signage and shelters. Megan said those stops are more than these routes' stops. They include stops in Athena and Weston.

Linda asked about grants for the signs and shelters? Megan said it would cost three times as much to follow FTA requirements.

Linda asked to assign JD and Megan to write up how the 20% would be split between the Hopper/Rocket and signs/shelters projects. JD said there is still \$320,000 we need to program. Linda asked if it could go in System Sustainability, or would that threaten the discretionary grants? JD said he didn't want to put more into the reserve at this time. He would rather put it into a project, a 120% project.

Kim asked if one line could be operations/match for the operations? JD offered that it could be an "Intercommunity Transit Services Contingency" 120% project to be used for all of the intercommunity routes. Linda asked what ODOT will think because our STIF plan has a lot of money coming in, if that will affect the discretionary grants?

Megan said it seems like ODOT is looking more at QEs with a lot of carryover that wasn't being used. We really don't have that much carryover that isn't being spent. The County has received discretionary dollars and we've always used all of the discretionary dollars. JD said ODOT has always said "apply for everything".

JD said he feels comfortable with it but it is a risk.

Staci said the state needs to realize this is a rural area and people would be isolated without the regional routes. JD said ridership is really coming back, the Hopper is the fastest recovering route.

Teresa asked if we were at a point to make a motion on the 100% funding? There was discussion about the 100% vs 120% funding amounts. Kim asked what we are budgeting to?

Megan answered that our final product to ODOT will be at the 120% funding amounts. But there will be certain projects listed with 120% funding. They will not be funded if we do not receive the extra funding.

Linda agreed with Teresa, there should be a motion for the funding at 100%. Are people okay with that? Then the 120% funding can go to the bus stop signs/shelters and intercommunity routes. Linda said that Megan and JD could work together on what that would look like. The committee members were agreeable to that.

Linda asked what it would take to re-program the money if the intercommunity routes were to be fully funded and receive excess funds? Kim asked if it would be bad to let the money sit there until the next biennium? JD said as long as it's programmed it rolls forward. So, it would roll over and could be re-allocated. There is a process to amend your STIF plan but it is a pain. Kim said people are basically getting funded at the level that they are asking, so it would be like an event for an amendment to be required. Unless we want to start a new project. JD said that would be worth getting an amendment. Linda said at some point people need to stop throwing new projects in the STIF plan. JD agreed.

Kim recognized that with the investments data will be better. And decisions will be able to be made on higher quality data. JD said we are also working through the large capital projects.

Teresa asked what cuts were made at the 100% level? She wasn't able to make out the spreadsheet. Megan listed out the changes. Cuts were made to Milton-Freewater's plan implementation/reserve project, the County's bus stop signage/shelter project and Pendleton's bus barn furniture project.

Linda moved to accept the funding at the 100% level as discussed and shown on the excel sheet. Staci seconded. Motion carried 7-0.

Linda moved that the Megan and JD will meet to discuss the additional 20% allocation, and have them split between the Intercommunity Transit Services Contingency funds and Bus Stop Signage/Shelter projects. JD seconded. Motion carried 6-0. Kim stepped out of the room.

Megan asked for clarification on the Intercommunity Transit Services Contingency amounts. There was discussion on the Hopper and Rocket match amounts and how the funded amounts were more than what was requested. The FY 24 100% excess was moved to the signage project. The FY 25 100% excess was put into a new project, the Intercommunity Transit Services 100% Contingency.

The 100% funding level is balanced but a new motion is needed.

JD moved that the 100% funding list be approved as amended throughout the discussion. Jose seconded. Motion carried 7-0.

JD moved that Megan and JD will meet to discuss the additional 20% allocation, and have them split between the Intercommunity Transit Services 120% Contingency funds and Bus Stop Signage/Shelter projects and the amounts will be sent to the UCTAC. Linda seconded. Motion carried 7-0.

Megan said that she would work with JD and get the recommended funding list sent to the Committee



members.

The recommendation is as follows:

UMATILLA COUNTY 2023-2025 STIF PROJECT APPLICATIONS						
PUBLIC TRANSIT PAYROLL PROJECTS (STIF FORMULA FUND)						
PROVIDER	PROJECT	CARRYOVER AMOUNT	REQUESTED STIF AMOUNTS		TOTAL	TOTAL MINUS CARRYOVER
			FY 2024	FY 2025		
<b>UMATILLA COUNTY</b>						
	TRANSIT COORDINATOR	\$ 4,616	\$ 110,384.00	\$ 115,000.00	\$ 230,000.00	\$ 225,384.00
	MARKETING	\$ 9,000	\$ 9,500.00	\$ 9,000.00	\$ 27,500.00	\$ 18,500.00
	BUS STOP SIGNAGE & SHELTERS 100% PROJECT		\$ 44,912.90		\$ 44,912.90	\$ 44,912.90
	BUS STOP SIGNAGE & SHELTERS 120% PROJECT			\$ 90,806.40	\$ 90,806.40	\$ 90,806.40
	SYSTEM SUSTAINABILITY (RESERVE)	\$ 463,926	\$ 132,998.00	\$ 139,705.00	\$ 736,629.00	\$ 272,703.00
	HERMISTON HOPPER MATCH		\$ 63,236.60	\$ 63,236.60	\$ 126,473.20	\$ 126,473.20
	PILOT ROCKET MATCH		\$ 28,564.70	\$ 28,564.70	\$ 57,129.40	\$ 57,129.40
	INTERCOMMUNITY TRANSIT SERVICES CONTINGENCY 100% FUNDING LEVEL			\$ 198,198.70	\$ 198,198.70	\$ 198,198.70
	INTERCOMMUNITY TRANSIT SERVICES CONTINGENCY 120% FUNDING LEVEL		\$ 273,276.10	\$ 188,603.40	\$ 461,879.50	\$ 461,879.50
	GRANT COUNTY PEOPLE MOVER		\$ 12,000.00	\$ 12,000.00	\$ 24,000.00	\$ 24,000.00
	HERM-BOARDMAN CONNECTOR MATCH		\$ 54,131.80	\$ 54,131.80	\$ 108,263.60	\$ 108,263.60
	<b>TOTAL</b>		<b>\$ 729,004.10</b>	<b>\$ 899,246.60</b>	<b>\$ 2,105,792.70</b>	<b>\$ 1,628,250.70</b>
<b>CTUIR KAYAK</b>						
	HERMISTON-BOARDMAN CONNECTOR BUS	\$ 200,000.00	\$ -	\$ -	\$ 200,000.00	\$ -
	HERMISTON-BOARDMAN CONNECTOR OPERATIONS	\$ 86,755.00	\$ -	\$ -	\$ 86,755.00	\$ -
	HERMISTON-BOARDMAN PROJECT ADMINISTRATION	\$ 29,829.00	\$ -	\$ -	\$ 29,829.00	\$ -
	WEST COUNTY BUS BARN FACILITY ACQUISITION & ARCH. ENGINEERING	\$ 100,000.00	\$ -	\$ -	\$ 100,000.00	\$ -
	I-TRANSIT TECHNICAL SUPPORT		\$ 20,000.00	\$ 21,000.00	\$ 41,000.00	\$ 41,000.00
	VEHICLE PURCHASE MATCH (2 VEHICLES)		\$ 31,934.00	\$ 42,579.20	\$ 74,513.20	\$ 74,513.20
	<b>TOTAL</b>		<b>\$ 51,934.00</b>	<b>\$ 63,579.20</b>	<b>\$ 532,097.20</b>	<b>\$ 115,513.20</b>
<b>CITY OF HERMISTON</b>						
	WORKFORCE ON DEMAND RIDE COOP. (WORC)		\$ 112,500.00	\$ 112,500.00	\$ 225,000.00	\$ 225,000.00
	TRANSIT COORDINATOR		\$ 50,000.00	\$ 50,000.00	\$ 100,000.00	\$ 100,000.00
	MARKETING		\$ 10,000	\$ 10,000	\$ 20,000.00	\$ 20,000.00
	DISPATCH SOFTWARE MATCH		\$ 50,000	\$ -	\$ 50,000.00	\$ 50,000.00
	<b>TOTAL</b>		<b>\$ 222,500</b>	<b>\$ 172,500</b>	<b>\$ 395,000</b>	<b>\$ 395,000</b>
<b>CITY OF MILTON FREEWATER</b>						
	TRANSIT ASSISTANT/PROJECT ADMIN		\$ 75,000	\$ 82,000	\$ 157,000	\$ 157,000
	OPERATIONS AND PREVENTATIVE MAINT.	\$ 75,000	\$ 25,000	\$ 100,000	\$ 200,000	\$ 125,000
	PLAN IMPLEMENTATION/OPERATIONS RESERVE	\$ 120,000		\$ 15,332	\$ 135,332	\$ 15,332
	5307/5310 PROGRAM MATCH	\$ 60,000	\$ -	\$ -	\$ 60,000	\$ -
	<b>TOTAL</b>		<b>\$ 100,000</b>	<b>\$ 197,332</b>	<b>\$ 552,332</b>	<b>\$ 297,332</b>
<b>CITY OF PENDLETON</b>						
	LET'ER BUS DEVIATED FIXED ROUTE		\$ 235,902.00	\$ 240,901.00	\$ 476,803.00	\$ 476,803.00
	TRANSIT ADMINISTRATION		\$ 60,000.00	\$ 60,600.00	\$ 120,600.00	\$ 120,600.00
	5310/5311 MATCH		\$ 55,000.00	\$ 57,800.00	\$ 112,800.00	\$ 112,800.00
	TRANSIT MARKETING/ITRANSIT NW		\$ 12,000.00	\$ 12,000.00	\$ 24,000.00	\$ 24,000.00
	BUS BARN FURNITURE & EQUIPMENT		\$ 70,915.00		\$ 70,915.00	\$ 70,915.00
	VEHICLE EXPANSION FUNDING DEFICIT DUE TO INFLATION		\$ 38,500.00	\$ -	\$ 38,500.00	\$ 38,500.00
	<b>TOTAL</b>		<b>\$ 472,317.00</b>	<b>\$ 371,301.00</b>	<b>\$ 843,618.00</b>	<b>\$ 843,618.00</b>

**Other Business:** None.

Meeting adjourned at 5:15 pm. Submitted by Megan Davchevski, Umatilla County Transit Coordinator