



## Special Transportation Fund Discretionary Program Project Application

### Instructions

This STF application is a fillable form that requires Adobe Reader Version 10 or above. If you do not have the required version, download it for free at <http://get.adobe.com/reader>.

Fill out this application onscreen, save it to your computer, and attach your completed PDF form to an email to [PTDApplications@odot.state.or.us](mailto:PTDApplications@odot.state.or.us). Attach any supplemental PDF documents to your email. If you have technical problems using the form, call Liz Rickles at 503-986-3394. For answers to programmatic or process specific questions, call David Schwert at 503-986-4305 or contact your Regional Transit Coordinator. Application due to ODOT RPTD by March 11, 2016.

Complete Sections A thru I by entering information into fields or selecting from drop-down menus where available (indicated by a small arrow to the right of the box). Some "Yes or No" questions, when checked, generate a secondary question(s); please complete these sections when they appear.

Please double check that you have answered every question on this application before submitting. If a question is not applicable to your project, write "n/a".

Review the complete STF Application instructions at [www.oregon.gov/ODOT/PT/PROGRAMS/2016STFApplicationInstructions.pdf](http://www.oregon.gov/ODOT/PT/PROGRAMS/2016STFApplicationInstructions.pdf).

### A. Applicant Information

1. STF Agency Name
2. STF Agency ODOT Region
3. Application Contact Person Name
4. Application Contact Person Email
5. Application Contact Person Phone Number

### B. Project Information

#### 6. Project Title

*Will be used for reviewer reference and in public comment process. Example: Mobility Management for The Klamath Tribes*

#### 7. Is project derived from the Coordinated Plan?

☒ Yes

☐ No

What Page? **5**What date was the Coordinated Plan approved? (m/m/yy) **4/22/09****8. Project Ranking**Complete sentence: Project is ranked  out of  applications submitted to ODOT for consideration.*To see the number of applications your STF Agency is allowed to submit to ODOT, visit [www.oregon.gov/ODOT/PT/PROGRAMS/2016STFDiscretionaryApplications.pdf](http://www.oregon.gov/ODOT/PT/PROGRAMS/2016STFDiscretionaryApplications.pdf).***C. Project Quality***Boxes will expand to fit more text if needed.***9. Describe the need for this project. How was this need determined or assessed? Do you have data that reflects this need?**

COIC would like to use STF Discretionary Program funding to replace four rural dial-a-ride (DAR) transit buses that have passed their useful life expectancy. This project will allow COIC to replace the following buses, which are beyond useful life expectancy in both miles and years:

Vehicle #	Make & Body	Capacity	Federal useful life	Actual years	Fed useful life (mileage)	Actual mileage
814	Ford Eldorado	18	5	7.1	150,000	161,549
815	Ford Eldorado	18	5	7.1	150,000	208,605
819	Ford Eldorado	18	5	6.7	150,000	193,792
820	Ford Eldorado	18	5	6.7	150,000	191,620

COIC would like to use STF Discretionary Program funding to replace four rural dial-a-ride (DAR) transit buses that have passed their useful life expectancy. This project will allow COIC to replace the following buses, which are beyond useful life expectancy in both miles and years:

These replacement buses are needed in order to maintain the current level of transit service in each affected community, as well as to maintain the critical connection between local households and important regional destinations. Furthermore, CET works with local agencies - including the senior centers, Opportunity Foundation of Central Oregon, Abilitree, the Central OR Coalition for Access, and High Desert Advocates - to ensure that services are meeting priority needs.

**10. Provide a detailed description of this project. What will be the finished product or service?**

COIC would like to use STF Discretionary Program funding to replace four rural dial-a-ride (DAR) transit buses that have passed their useful life expectancy. These vehicles will be used to continue rural general public DAR service in La Pine, Redmond, Madras, and Prineville (one bus per community). CET services were created from a former senior bus program and have been designed with the needs of seniors and persons with disabilities first, although anyone in the general public may ride. Passengers are picked up at their origin and dropped off at their destination. Local service is available throughout each community's UGB, as well as a broad area outside the La Pine area (due to extensive rural development outside that community). Local buses can transfer passengers to the Community Connector shuttles to connect to all

Central Oregon communities and therefore connect passengers with key destinations across Central Oregon, including employment centers, health care services, education and training, and shopping.

This project is a simple bus replacement to maintain existing levels of rural community DAR service in La Pine, Madras, Prineville, and Redmond. The buses will enable riders to continue utilizing local DAR service for the trip purposes noted in later questions and to connect to the rest of the region via transfer from the rural DAR service to regional community connector shuttles.

The four buses will be ODOT Category D, 18-passenger buses. All buses are wheelchair-equipped and ADA-compliant. The La Pine bus will be equipped with four wheel drive capability due to extreme winter conditions in that service area.

11. Describe the expected outcomes of this project on seniors, people with disabilities, and other populations. Why is this project the best method to address the previously described need?

Cascades East Transit has provided DAR transit service to riders across Central Oregon since 2008. While anyone in the general public can ride the system, the service was designed primarily for the needs of senior citizens, persons with disabilities, and low-income members of the community. A 2013 onboard rider survey found that 42% of rural DAR riders are 60 years or over in age, and 17% are 75 or over. This same survey found that fully 52% of the riders have some form of disability, and that 58% of riders' household income is less than \$15,000.

In October 2015, CET provided approximately 5,200 DAR rides in La Pine, Redmond, Prineville and Madras. These riders use the system primarily for access to work (56%) and health care (19%). In order to continue providing riders with access to these important services, CET must have safe, functioning buses. This project will ensure the continued operation of rural DAR services for these customers.

**D. Total Estimated Project Budgets**

12. Enter all estimated costs involved in the **total** cost of the project in the table below. Not all fields will be applicable to every project.

Estimated Total Project Costs	
Type	Dollar Amount
Labor (payroll)	\$0.00
Contracted services	\$0.00
Materials and supplies	\$0.00
Operations	\$0.00
Preventative Maintenance	\$0.00
Capital Equipment	335,000
Technology	\$0.00
Contingency	\$0.00
Other (type description)	\$0.00
Other (type description)	\$0.00
Other (type description)	\$0.00
Other (type description)	\$0.00
Other (type description)	\$0.00
<b>Project Grand Total (automatically calculates)</b>	<b>335,000</b>

13. Identify the project's additional sources of funding in the table below.

Estimated Additional Project Resources	
Source of Funds	Dollar Amount
2016 STF Discretionary Program Request (IMPORTANT!)	335,000
Local Resources	\$0.00
Federal Resources	\$0.00
Other (type description)	\$0.00
<b>Project Grand Total (automatically calculates)</b>	<b>335,000</b>

☐ The award of this STF Discretionary Grant will enable Federal Funds to be brought to the project.

**E. Vehicle Information**

14. Does this application request either match or total cost funding for a vehicle?

*Please note that projects that are match for vehicle replacement/rightsizing under the Transit Capital Discretionary Program available in January will have priority over vehicle purchases that are not a match.*

☐ No, application does not involve a vehicle purchase of any kind.

☐ Yes, application requests match for a vehicle.

☒ Yes, application requests the total cost of a vehicle.

**Details of the Vehicles To Be Purchased**

Complete the chart for each vehicle to be purchased:

Vehicle Category	Qty (#)	Cost Each (\$)	Total (\$)	No. Seats w/ADA Deployed	No. of ADA Stations	Total Capacity	Fuel Type	Estimat. Order Date	Estimat. Delivery Date
D	3	80,000	240,000	18	3		G	7/1/16	1/13/17
D									
D	1	95,000	95,000	18	3		G	7/1/16	1/13/17
<b>Totals:</b>	4	<b>Grand Total:</b>	\$335,000	36	6				

**Fuel Type Options:** (G) Gas, (D) Diesel, (B) Biodiesel, (HG) Hybrid-gas, (HD) Hybrid-diesel, (CNG) Compressed Natural Gas, (OF) Other alternative Fuel.

**Estimated Delivery Date:** Minimum 160 days if ADA accessible.

**Vehicle Category Descriptions:** [www.oregon.gov/ODOT/PT/resources/guidance-library/vehicle-descriptions-useful-life-standards.pdf](http://www.oregon.gov/ODOT/PT/resources/guidance-library/vehicle-descriptions-useful-life-standards.pdf)

**F. Project Milestones**

15. Explain the milestones of the project.

*Example milestones: design, public involvement, contract award, capital purchase, service implementation, etc.*

Milestone description	Estimated milestone completion date (m/m/yy)
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1	Send out Request for Quotes	7/1/16
2	Select a Vendor	7/29/16
3	Order the Buses	8/5/16
4	Delivery of Buses	1/13/17
5	Buses Put Into Service	1/19/17
6		

### G. Project Impact on Four Goals of Transit

*Boxes will expand to fit more text if needed.*

#### 16. Describe the project's impact on **access**.

*Access includes the ability of seniors and people with disabilities to travel to employment opportunities, community services, retail, education, healthcare, etc., and to safely arrive at and depart their transit stop.*

The bus replacements will serve to maintain access to key local and regional employment, healthcare, education, shopping, and community services such as senior meals and social services. As noted in the question above, CET primarily serves seniors, persons with disabilities, and low income individuals. Local DAR takes passengers anywhere they want to go within their community UGB, thereby providing access to any desired service in their hometown. The DAR system also serves to connect local passengers to the regional Community Connector Shuttle service, which in turn connects local riders to employment, education, shopping, and community services not found in community members' home community. For instance, specialized health care in Bend and Redmond, large employment centers in Madras and Bend, and education services in Bend and Redmond.

Without safe, functioning buses, CET cannot maintain local or regional access to these key destinations.

#### 17. Describe the project's impact on **availability**.

*Availability includes spacial availability (service close to me), time availability (service when I need it), and the size of the service area.*

The four replacement buses will allow CET to continue to provide rural DAR service to seniors, persons with disabilities, and low-income households. Without these buses, CET will inevitably have to begin denying rides due to a lack of capacity on the DAR system.

Rural DAR is effective public transportation that picks customers up at their door and drops them off directly to their desired destination, within an acceptable time window that ensures that riders are not late. This service is custom-built for especially seniors and persons with disabilities. Safe, functioning buses are a key component of the rural DAR and overall regional transit system. Without them, riders would be missing a critical connection to local services and to the regional shuttle system.

18. Describe the project's impact on **connectivity**.

*Connectivity includes the integration of services (routes, schedules, fare structures, information systems, modal transfer facilities).*

This project primarily impacts connectivity by ensuring that the local DAR connection is maintained between riders in La Pine, Redmond, Prineville, and Madras and the Community Connector shuttle system. Each local community DAR service connects with intercommunity shuttles at a designated transfer point. Without safe, functioning buses, most senior and disabled passengers would not have access to these central transfer points to the regional system. Furthermore, passengers riding to Bend can then transfer at Hawthorne Station to buses providing connectivity to points out of the region on other long-distance transit providers.

19. Describe this project's impact on **economic development**.

*Economic development includes public transportation's contribution to providing connections for workers to employers, reducing congestion, influencing land use choice and land values, and providing employment opportunities.*

This project has significant implications for economic development, both locally and for the region as a whole. As the Central Oregon economy has recovered from the Great Recession, employers are once again in the circumstance of having difficulty accessing labor. This is particularly true for lower-wage jobs, and these are the very employees for which transportation costs are a burden. As with the boom before the Great Recession, employers are interested in utilizing transit service to access these employees (Jon Stark, EDCO, personal communications in 2014 and 2015). This dynamic is also true in the reverse: many low-income job seekers struggle with transportation costs to access prospective jobs and the DAR system provides that connection.

Furthermore, CET's DAR service provides a critical local link to the regional Community Connector Shuttle system. According to Damon Runberg, OED Regional Economist, housing prices are rising faster than wages across Central Oregon. As of November 2015, the median sale price of a single family home in Redmond was \$100,000 less than in Bend, and median prices in Crook and Jefferson counties were \$200,000 less than Bend. The regional average for workforce out-commuting to work in other communities is 60% (Personal correspondence, Damon Runberg, November 17, 2015).

As noted previously, out of all CET DAR system rides in Madras, Prineville, Redmond, and La Pine, 56% were to or from work. Preservation of the CET DAR system with replacement buses will maintain this critical link between employers and employees.



**H. Statewide Impact**

*This field is not required - not all projects will have a broad application or be a new pilot. Box will expand to fit additional text.*

20. Describe the statewide impact of this project. How will this project transform the mobility options for seniors and people with disabilities in Oregon?

☐ This project should be considered for Statewide Significance funding.

**I. Application Attachments**

You can attach additional supporting documentation, such as maps, additional budgets, etc. to your submission email. Attachments must be in PDF form. Attachments not listed below may not be received by the review panel.

Attachment File Name	Attachment Document Title	Description

**STF Agency Certification**

As an authorized representative of the STF Agency, I acknowledge this application. For each application that could be funded with STF Discretionary Funds I have indicated willingness to enter into an agreement with the applicant to receive and disburse moneys for the project.

I also certify that the governing body of the STF Agency has consulted with the STF Advisory Committee regarding the proposed projects, and that the projects that are recommended for further consideration for funding are consistent with the STF Agency's Coordinated Plan.

☒ I certify the above statement is true.

Name

Applicant Signature: *[Handwritten Signature]*

*Karen Friend  
Deputy Director / Regional Transportation  
Manager  
Central Oregon Intergovernmental  
Council  
Cascades East Transit*

**To Submit Application:** Save this form to your computer. Attach the completed PDF form to an email to PTDAApplications@odot.state.or.us. Attach any supplemental PDF documents to your email.

**IMPORTANT - Please double check that you have answered every question on this application.**  
If a question is not applicable to your project, write "n/a".