



## 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? What date was the Coordinated Plan approved? (m/m/yy) 

## 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?

This project will allow CET to build 56 ADA-compliant bus stops on the new local fixed routes implemented as part of the Bend Transit Expansion project. This project serves a significant regional need as identified by the Central Oregon Regional Solutions Advisory Committee as well as the regional Comprehensive Economic Development Strategy (CEDS), both of which support the expansion of the regional transit system to provide access to employment, education and training, health care, and other critical services. Central Oregon communities function together as a broader regional community, with many services not available in each town. Bend in particular is a regional destination for many citizens from other communities for work, school, health care, and shopping.

The need for this specific project was first identified by COIC staff through a series of conversations with regional partners – including OSU-Cascades Campus, St. Charles Health System, and Central Oregon Community College. These partners expressed an interest in increasing regional transit access to their important regional employment, education, and health care destinations in Bend, with a desire to expand access to other locations as a next step (see question 10 for more on the overall expansion). The City of Bend also desired to increase transit access and joined the group. This led to the Bend Transit Expansion process, resulting in the development of three new routes (Routes 7, 10, and 12) as well as changes to and additional service on one existing route (Route 11). Together, these routes serve the following key regional destinations in Bend: St. Charles and the entire health service district in NE Bend, downtown Bend, and the OSU-CC and COCC campuses. These new routes and all of the other routes in Bend are connected via Hawthorne Station to the regional Community Connector Shuttle system, thereby providing regional access to these destinations.

These service enhancements are also compatible with the needs identified in the Bend Transit Master Plan process. This process included significant rider and community surveys to identify the most-important transit needs for Bend and the region.

Together with ODOT, Deschutes County, and COIC, the partners raised nearly \$3.4 million in enhanced transit operations over a three-year period to expand services. However, this funding does not include capital funding to install the transit stops required to fully serve passengers, particularly vulnerable populations like senior citizens and persons with disabilities. If funded, this project proposal will allow CET to install these needed stops.

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

COIC operates Cascades East Transit, providing transit services across the tri-county (Crook, Deschutes, and Jefferson) Central Oregon region. This project is part of an overall regional transit project designed to improve access to key community and regional employment, education, health, shopping and other destinations. The broader project includes:

- 1) This project proposal: installation of four tiers of ADA-compliant stops on the new Bend fixed routes, including standard stops, bench stops, shelter stops, and major stops. ("Major stops" include significant amenities, are being funded primarily by local partners such as OSU-Cascades, the City of Bend, and St. Charles; and are not included in this application);
- 2) Expanded operations and additional local stops on the regional Community Connector system to provide convenient, fixed-schedule access in each community (resources secured; this process will begin in March 2016);
- 3) Purchase of coach-style, low-floor buses for the Bend fixed route system to enhance system capacity and efficiency (some are ordered, others are pending upcoming grants);
- 4) Development and upgrade of regional park-&-ride facilities (some resources secured from the Regional Solutions Team process and additional funding is pending a Connect OR VI grant) ;
- 5) Development of Central Station in Redmond as the Community Connector Shuttle hub for the regional system (Connect OR VI grant pending).

Together, these elements will significantly improve regional access to key employment, education, health care, shopping, social service, and other destinations – both within each Central Oregon community as well as to other communities when a citizen must travel long distances for needed employment or services.

This project proposal is to fund all but the "major stops" listed in item 1) above, and will allow CET to install 56 ADA-compliant stops as follows:

- Install basic stop infrastructure at all 56 stops: an ADA pad, pole and sign at \$2,500/each = \$140,000
- Addition of a bench (\$500/each) at 10 stops = \$5,000
- Addition of a shelter at 5 high-volume stops (\$7,000/each) = \$35,000

For a total project cost of \$180,000.

Partner match to develop the "major stops" is approximately \$80,000 from OSU-Cascades and St. Charles, with the City of Bend providing additional match for major stops on Galveston or 14th St. as part of a future roadway redevelopment project. As stated above, while the major stops are part of the new fixed routes, COIC is not requesting funding from STF for these stops.

## 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?

The new fixed routes in Bend provide seniors, people with disabilities, and low-income residents with significantly enhanced access to the key regional destinations described above. In 2015, 35%% (124,436) of all rides (353,389) on the Bend fixed route system were taken by elderly and/or disabled persons. Furthermore, according to the last onboard rider survey taken for the Bend fixed route system (2012), 62% of riders had an annual household income of less than \$15,000.

The new routes provide access to many key destinations for elderly persons, persons with disabilities, and low-income passengers – these are described in the next question.

Furthermore, the development of ADA-accessible stops, many with benches and shelters, provide elderly and disabled riders with safe, clean, comfortable, and accessible locations to wait for the bus.

#### 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	40,000
Technology	\$0.00
Contingency	\$0.00
Other Construction	140,000
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>180,000</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!)	180,000
Local Resources	\$0.00
Federal Resources	\$0.00
Other (type description)	\$0.00
<b>Project Grand Total (automatically calculates)</b>	<b>180,000</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.

#### 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)
1	Send out Request for Bids	7/1/16
2	Select a Contractor	7/29/16
3	Issue Notice to Proceed	8/5/16

4	Start of Construction	9/1/16
5	Construction Completed	11/30/16
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.*

This project impacts access in a variety of ways: 1) riders served; 2) stop functionality; 3) origins and destinations served:

1) Riders served. As noted above, the Bend fixed route system provided 124,436 rides to elderly and/or disabled passengers in 2015. Elderly and disabled citizens rely on this service.

2) Stop functionality. Without ADA-compliant stops, elderly and disabled riders do not have a safe and comfortable place to wait for the bus. Other riders can make do, but lack of a level, clean surface with plenty of room for a wheelchair presents a series access problem for vulnerable riders.

3) Origins and destinations served. The new routes provide local and regional passengers with new access to the following key destinations:

- St. Charles hospital in Bend and the surrounding medical district (Route 7)
- Multiple assisted living facilities along Purcell Rd and near the medical district (Route 7)
- Worksource Center - job access and training; alternative HS education (Route 7)
- Costco (Route 7)
- Downtown Bend – state social services, employment, shopping and public library (Routes 10, 11, and 12)
- Social security office (Routes 10, 11, and 12)
- OSU-Cascades new campus and graduate research center (Routes 10, 11, and 12)
- COCC Bend campus (Route 12)

Additionally, by transferring at Hawthorne Station, passengers on these new routes have access to the rest of the Bend fixed route system; the regional Community Connector Shuttle service to all other Central Oregon communities; as well as service to Eugene, Salem, Ontario, Prairie City, and the Amtrak shuttle to Chemult via other providers.

#### 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.*

This project is the capital component of the Bend transit expansion project, which was itself designed to enhance service availability for key local and regional destinations. The project enhances service availability by:

- Expanding the service area: This project provides service to new parts of Bend and additional regional destinations as described above. This includes providing more-direct service to locations that were already being serviced such as St. Charles, which was served prior to the expansion but less frequently and on a

longer route. It also includes service to locations that were previously not served, including the OSU-Cascades Campus currently under construction.

- Providing greater bus frequency. In addition to providing access to new destinations as described above, the Bend transit expansion process resulted in greater bus frequency than the previous schedule. Buses on routes 7 and 12 are every 30 minutes, while all routes prior to the expansion were on a 40 minute headway. Buses on routes 10 and 11 arrive at each stop once per hour, however these routes are staggered every 30 minutes and therefore many destinations, including downtown Bend and OSU-CC, are served every 30 minutes.
- Providing an accessible stop. For persons with mobility limitations, such as the elderly and persons with disabilities, transit routes with stops that aren't accessible are essentially unavailable to them. This project will make the stops, and therefore the routes, available.

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

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

Bend is a regional destination for Central Oregon for employment, education, health care, shopping, and many social services. All of the new routes that are the subject of this application connect at Hawthorne Station to the regional Community Connector Shuttle system. Together, all of the components of the regional transit system work together to provide regional connectivity for particularly seniors, persons with disabilities, and low-income households.

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).

Furthermore, CET's Bend fixed route 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). The new routes in Bend will allow transit riders greater access to key regional employment centers, such as St. Charles Health System (the region's largest employer), downtown Bend, and COCC and OSU-CC, and will also increase Bend residents' access to employment and services in other communities.

The most recent onboard rider survey for the Bend fixed route system was conducted in March 2012. This survey found that 26% of riders were using the system to access school and job training, and 24% were using it to access work. Improvements to the system therefore benefit persons needing to access

employment and job-related training and education.

### 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: 

Karen Friend  
Deputy Director / 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".