Meeting Agenda
Thursday, April 4
10 am to 12 pm

Crook County Annex, 320 NE Court St, Prineville, OR
Conference line number: (605) 313-4122 access code 443049

Meeting Agenda

10:00 Welcome and Introductions

10:05 Public Comment Period

10:15 Review and approval of meeting minutes

10:20 Review and prioritize STIF Formula Fund Public Transportation Service Provider applications

11:30 Review and prioritize STIF Discretionary Fund applications
- COIC - CET Community Connector Service
- COIC - Hawthorne Station Renovation
- C.A.C. Transportation Inc. - Central Oregon Breeze Bus

11:55 Discuss 2019 meeting schedule

12:00 Adjourn

If you are unable to attend in person, please call in to the meeting using the conference line information below. To request this information in an alternative format, please call Derek Hofbauer at 541-548-9534 or send an email to dhofbauer@coic.org. Crook County encourages persons with disabilities to participate in all programs and activities. This meeting location is accessible to people with disabilities. If you need accommodations to make participation possible, please contact Derek.
**PROPOSED STIF PROJECTS BY PUBLIC TRANSIT PROVIDER: CASCADES EAST TRANSIT**

**APRIL 4TH 2019**

Click this link to access applications:

https://www.cognitoforms.com/ODOT2/PTSPProjectTemplate#_xFrMrjDwo6ghrTjVUqjv2H_npA6KAKwUx8cOWvIJaQ$*

<table>
<thead>
<tr>
<th>PROJECT 1 (PRIORITY 1)</th>
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<tbody>
<tr>
<td>NEW SATURDAY SERVICE FOR ROUTE 26, 3 ROUND TRIPS</td>
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<tr>
<td>COST FY19 - FY21 $49,014.41 - CROOK COUNTY</td>
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<tr>
<td>COST FY19 - FY21 $24,507.19 - DESCHUTES COUNTY</td>
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<tr>
<th>PROJECT 2 (PRIORITY 2)</th>
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<tr>
<td>ROUTE 26 ADDITIONAL EVENING WEEKDAY RUN</td>
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<td>FY19 - FY21 $36,760.80 - CROOK COUNTY</td>
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<td>FY19 - FY21 $36,760.80 - DESCHUTES COUNTY</td>
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<th>PROJECT 3 (PRIORITY 3)</th>
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<tr>
<td>PURCHASE VEHICLE FOR ROUTE 26 EXPANSION</td>
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<td>FY19 - FY21 $87,500.00 - CROOK COUNTY</td>
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<tr>
<td>FY19 - FY21 $87,500.00 - DESCHUTES COUNTY</td>
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<tr>
<th>PROJECT 4 (PRIORITY 4)</th>
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<tr>
<td>ADD TWO ROUND-TRIPS TO BEND VIA REDMOND</td>
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<tr>
<td>FY19 - FY21 $37,481.60 - CROOK COUNTY</td>
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<td>FY19 - FY21 $37,481.60 - DESCHUTES COUNTY</td>
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<th>PROJECT 5 (PRIORITY 5)</th>
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<tr>
<td>MARKETING AND OUTREACH</td>
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<td>FY19 - FY21 $20,979.90 - CROOK COUNTY</td>
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<th>PROJECT 6 PRIORITY 1 (130% LIST)</th>
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<tr>
<td>SMALL CITY LOCAL SERVICE ENHANCEMENTS AND MATCH</td>
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<tr>
<td>FY19 - FY21 $284,080.00 - CROOK COUNTY</td>
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### PROPOSED STIF PROJECT SUMMARIES BY PUBLIC TRANSIT PROVIDER:

**CASCADES EAST TRANSIT**

**APRIL 4TH 2019 - CROOK COUNTY STIF ADVISORY COMMITTEE**

<table>
<thead>
<tr>
<th>Project</th>
<th>New Saturday service for Route 26, 3 round-trips</th>
<th>Route 26 additional evening weekday run</th>
<th>Purchase vehicle for Route 26 expansion</th>
<th>Add two round-trips to Bend via Redmond</th>
<th>Marketing and Outreach</th>
<th>Small city enhancements and match</th>
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<tr>
<td>CROOK</td>
<td>$ 49,014.41</td>
<td>$ 36,760.80</td>
<td>$ 87,500.00</td>
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<td>$ 20,979.90</td>
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<td>100% List, Rank 2</td>
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<td>100% List, Rank 4</td>
<td>100% List, Rank 5</td>
<td>130% List, Rank 1</td>
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**Shared Funding**

- Deschutes County to pay for 1/3 of operating costs (FY20 $12,013.33 & FY21 $12,493.86)
- Deschutes County to pay for 1/2 of operating costs (FY20 $18,020 & FY21 $18,740.80)
- Deschutes County to pay 1/2 of costs (FY20 $87,500)
- Deschutes County to pay for 1/2 of the operating costs ($37,481.60)
Summaries of STIF Discretionary/STN Applications for Review - Crook County

1) COIC - CET Community Connector Service (Application #131662)

   Project Amount (including match): $306,434

COIC seeks funding to continue three existing CET Community Connector services that run five days a week. The funding would support the three busiest round trip services: La Pine to Bend, Madras to Redmond, and Redmond to Bend. COIC also seeks funding to cover the costs of maintaining and operating the Hawthorne Station in Bend and the new Transit Hub in Redmond. The Community Connector services have received similar intercity funds in previous award cycles.

2) COIC - Hawthorne Station Renovation (Application #135210)

   Project Amount (including match): $124,850

COIC proposes a collection of improvements and updates to Hawthorne Station in Bend to improve the safety, accessibility, security, and multi-modal nature of the station. COIC proposes renovations the station interior to be more ADA-accessible, more inviting for staff and passengers, installation of a self-serve fare kiosk and improvements to allow free Wi-Fi within the station area. COIC also proposes exterior changes, including redesign of hardscape to accommodate a loading area for a variety of demand response transit, including TNCs, and to provide space for a future bike share station or secure bike parking area.

3) C.A.C. Transportation Inc. - Central Oregon Breeze Bus (Application # 133525)

   Project Amount (including match): $185,000

CAC (The Central Oregon Breeze) seeks funding to purchase one new bus to support the Central Oregon Breeze service, which connects Central Oregon to Portland and points in-between. The application mentions interest in exploring new connections between the Bend/Central Oregon area and Corvallis as well as between Bend/Central Oregon and The Dalles. However, the application does not ask for planning funding.
Central Oregon Intergovernmental Council

CET Community Connector Service

Jump to: Application Questions, Budget and Project Tables, Document Upload

Submitted: 2/1/2019 4:40:20 PM (Pacific)

Project Contact
Drew Orr
dorr@coic.org
Tel: 541-548-9525

Additional Contacts
none entered

Application Questions

Provider Information

1. Transit Agency Type
   - City
   - County
   - Mass Transit District
   - Transportation District
   - Special District
   ✔ Intergovernmental Entity
   - Municipal/Public Corporation or other political subdivision
   - Indian Tribe
   - Non-Profit
   - Private For-Profit

2. What is the main type of service that will be supported by this grant?
   ✔ Fixed Route
   - Demand Response
   - Deviated Fixed Route

Risk Assessment Information

This risk assessment section contains a subset of the entire risk assessment. The entire risk assessment will be populated with the answers you provide in this section and data already reported to RPTD. Please contact Andrew.S.O'Keefe@odot.state.or.us for assistance.

3. Did your agency have any turnover of management or financial staff in the last 2 years?
   ✔ Yes
   - No

4. Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?
   ✔ Yes
   - No

5. What type of accounting system does your agency use?
   - Manual
   ✔ Automated
   - Combined

6. Does your agency have a system in place that will account for 100% of each employee’s time?
   ✔ Yes
   - No

7. Did your staff members attend required training and meetings during prior grant awards?
   ✔ Yes
   - No

8. Was your agency audited by the Federal government in the past 2 years?
   ✔ Yes
   - No

9. If yes, did the audit result in one or more audit findings?
   - Yes
   ✔ No
   - N/A

10. Did your agency stay on budget in the past two years?
    ✔ Yes
    - No
Applicant Qualifications

11. Describe how your agency has legal, managerial and operational capacity to perform and report on project progress within the scope, schedule and budget. (Operational capacity specifically for workload of projects in this application.)

Enter response in text box or upload your response on the Document Upload tab of the application and write "See Upload."

The Central Oregon Intergovernmental Council is a council of governments formed in 1972 under ORS 190. As an Intergovernmental Entity, COIC is a public transportation service provider as defined in OAR 732-040-0005(24). COIC has existing grant awards with both the Federal Transit Administration (FTA) and the Oregon Department of Transportation, Rail and Public Transit Department (ODOT RPTD).

This application is to continue an existing service. COIC has provided within Central Oregon with the aid of 5311(f) grant funds since July 2009. The current COIC Staff is experienced in successfully completing projects of this type.

COIC has a Field Supervisor, Dispatch Supervisor, Maintenance Supervisor, Fiscal Administrator, Operations Manager and Transportation Manager currently assigned to this ongoing project. This veteran team has demonstrated that it has both the managerial and operational capacity to both perform and report on project progress within the scope, schedule and budget. ODOT RPTD has confirmed this capacity with periodic State Management Reviews of Cascades East Transit and COIC.

Additionally, the FTA most recently confirmed COIC’s legal, financial, technical, managerial and operational capacity relative to direct federal awards and projects in its May 2018 triennial review of Cascades East Transit. The final report found no findings for COIC’s administration and management of federally funded public transportation projects over the preceding three years.

COIC has many years of successful experience matching and managing grant fund such as these, covering unforeseen cost increases and operating deficits, covering necessary maintenance and operational costs for grant funded facilities and equipment, and responding to applicable audits.

COIC’s financial management systems meet standards for financial reporting, accounting records, internal control, budget control, allowable cost, source documentation, and cash management. The systems enable COIC to track grant balances, request drawdowns of grant funds, report financial and service data as required, and close out grants.

In summary, COIC has proven its ability to implement ODOT and FTA funded projects such as this in accordance with the grant application, FTA Master Agreement, and all applicable laws and regulations, using sound management practices.

12. Capacity to Maintain Compliance

✔ By checking this box, the applicant certifies that if they are awarded funding they are able to meet or will have the capacity to maintain compliance with applicable federal, state and local laws and regulations including, and not limited to, those pertaining to passenger transportation, civil rights, labor, insurance, safety and health.

13. Does the applicant plan to use a Sub-Recipient or contractor to implement the grant supported activity?

Yes
No

14. If Yes, please list the Sub-Recipient(s) and describe how the applicant will provide sufficient Sub-Recipient/contractor oversight to ensure eligibility is maintained while receiving STIF Discretionary or Statewide Transit Network moneys.

If Yes, enter response in text box or upload response on the Document Upload tab and write "See Upload." If No, write N/A.

N/A

Project Information

Try to answer all questions, even if your project does not fit neatly within a category. No answer means a zero score.

15. Describe the project to be funded.

See application instructions for required content. Enter response in text box or upload response as an attachment in the Document Upload tab and write "See Upload."

This grant application is a continuation of existing service supported by RPTD 5311(f) agreement number 31974.

The grant funds requested will support the 3 busiest round trips a day, 5 days a week service of the La Pine - Bend, Madras - Redmond, and Redmond - Bend CET Community Connector service. An analysis of the intercity connections in Central Oregon between the other intercity operators (attached with this grant application) shows that without the CET Community Connector service, travelers from La Pine and Madras would be forced into very long layovers when traveling to cities/destinations outside of Central Oregon such as Portland, Salem, Eugene and/or Chemult (Amtrak service). In many cases, it would be necessary to spend the night in Redmond or Bend to wait for the next leg. These three CET community connector shuttles are vital to the overall success of the intercity program in the region because they feed customers to their desired starting point of the journey with a reasonable lay-over.

These services were designed based on the needs and priorities identified in the many local plans identified herein. The services have been monitored and adjusted through the years from analysis of ridership and customer comments on existing Community Connector runs, feedback from ongoing marketing and outreach efforts in the communities served, recommendations from the Central Oregon Public Transportation Advisor Committee, on-going feedback from the Deschutes/Jefferson/Crook County STIF Advisory Committees, and feedback from the municipalities with which GET has purchased service contracts with.

In summary, the CET La Pine - Bend, Madras - Redmond and Bend - Redmond Community Connector service provides travelers from La Pine, Madras and Prineville vital access to intercity travel outside of Central Oregon. These three CET community connector shuttle routes proposed are intercity service because 1) La Pine and Madras are all more than 20 miles from the key urban centers that the other intercity providers are naturally catering to, 2) it makes infrequent stops along its path and 3) without this service, the layovers and logistics for customers trying to make intercity travel connections are unreasonable.

The Hawthorne Station inter-modal center in Bend (rank 5), and the new Transit Hub in Redmond (rank 5) have both been designated as Key Transit Hubs of the Statewide Transit Network. The agreements that provided the funds for the construction of these two key facilities require COIC to both operate and maintain the sites throughout the useful lives using separate funding. This includes, but is not limited to: a) maintenance of the equipment, grounds and facilities in good repair and operating condition so as to preserve the long term public benefits of the Project, including making all necessary and proper repairs, replacements, additions, and improvements, b) maintaining adequate insurance of the assets purchased and COIC’s operations on the properties throughout their period of use, and c) maintenance of compliance with current ADA standards. A portion of the requested funds are to cover the costs of maintaining and operating these two Key Transit Hubs for their intended purpose.

16. What Local Plans include this project and elements of the project?

See guidance for exemptions to this requirement.
- Central Oregon Coordinated Human Services Transportation Plan - 2018
- Central Oregon Regional Transit Master Plan - 2013
- Bend MPO Public Transit Plan - 2013
- Deschutes County Transportation System Plan - 2012
- Crook County Transportation System Plan - 2017
- City of Bend Transportation System Plan - 2018
- City of Redmond Transportation System Plan - 2008
- City of Bend Existing Conditions and Needs - July 2018 (TSP is currently being updated)

17. What is the minimum award amount that will still allow your project to proceed?

Enter an amount in dollars.
$125,000

18. Select the fund source(s) that you think best aligns with your application.

Check all that apply
✔ STIF Discretionary
✔ STIF Intercommunity Discretionary
✔ FTA Section 5311 (f) Intercity Discretionary

Equity and Public Transportation Service to Low Income Households

(Score weights: Discretionary = 20%, STIF = 10%)

19. Describe how the project supports and improves access for vulnerable populations.

Seniors, individuals with disabilities and economically disadvantaged people are more reliant on public transportation to meet their intercity travel needs.

According to a April 2011 article written by the AARP Public Policy Institute, 21 percent of Americans over the age of 65 do not drive. Current demographic trends (aging population) are increasing the number of individuals that fit within this category.
According to a 2019 national household travel survey by Travel Trends, nearly 6 percent of rural households and more than 6 percent of small urban households have no access to private vehicles.

CET Community Connector service provides low cost intercity mobility in Central Oregon for people who do not, or cannot, operate a motor vehicle because of personal preference, low income, disability, youth or old age.

CET Community Connector service fills gaps in the State Transportation Network that would otherwise lead to inconvenient and time consuming intercity travel with Central Oregon. As shown by the attached connectivity analysis, Cascades East Transit Community Connector service provides more regular access to many key destinations in Central Oregon. These key connections reduce the need for many overnight stays, thereby reducing the overall cost of intercity travel through Central Oregon.

All CET Community Connector buses are equipped to accommodate up to two (2) passengers requiring onboard wheelchair securement, without reservations or restrictions. Additionally, all CET drivers receive certified passenger assistance training every two years to ensure proper accommodation of individuals with various disabilities.

Traveling on the Cascades East Transit Community Connector system is very economical. Single ride fares are $3.75 for adult/youth and $3.00 for seniors and those individuals with disabilities. A Day Pass, which allows an unlimited number of rides for the day, costs only $6.25 for adult/youth and $3.00 for seniors and those individuals with disabilities. These inexpensive fares make intercity travel free from Central Oregon economically viable for lower income households.

In summary, this project enhances the transportation options, access and independence of seniors, individuals with disabilities, economically disadvantaged people traveling throughout Oregon by augmenting the State’s statewide transit network in Central Oregon.

Coordination of Public Transportation Services

(1) Describe how the project is a collaboration of multiple agencies or involves consolidation, coordination, or resource sharing between agencies.

CET has recently added agreements with PeopleMover (Redmond Hub), Central Oregon Breeze (Redmond Hub) and Mt. Hood Teleporter (Hawthorne Station) to provide key connections to the Key Transit Hubs of the Wide Statewide Transit Network.

CET Community Connector service fills gaps that would otherwise make intercity travel inconvenient and expensive.

The cities of Sisters, Redmond, Prineville and Madras all contribute funds towards the Community Connector service within Central Oregon. Crook, Deschutes and Jefferson County also contribute funds as well.

These municipalities see the Community Connector service as a vital service connecting their communities to other destinations within, and outside the region.

The Community Connector service links with other intercity providers at two Central Oregon intermodal hubs operated by Cascades East Transit: Hawthorne Station in Bend and the new Redmond Transit Hub. These two transit hubs support regional and intercity transportation with no reservations transfers between routes and encourage better connections and coordination with other intercity providers.

COIC has added agreements with PeopleMover (Redmond Hub), Central Oregon Breeze (Redmond Hub) and Mt. Hood Teleporter (Hawthorne Station) to provide key connections to the Key Transit Hubs of the Wide Statewide Transit Network. COIC continues to pursue creative partnerships with private sector providers that complement each other’s services and provide efficiencies.

Partnerships like these present an opportunity to consider the various parties may be able to better serve specific needs, and how they can function together to expand Oregonians’ travel choices. This collaborative effort with agencies, jurisdictions, and providers furthers the goal of the public transportation system being integrated as a component of the broader multimodal transportation system in Oregon. COIC provides leadership for public transportation activities in Central Oregon and works to build upon its efforts to coordinate intercity and public transportation services.

Statewide Transit Network

(20) Describe how the project supports and improves the utility of the statewide transit network, improves the passenger experience, benefits multiple transit providers, and/or creates a foundation for future statewide transit network improvements.

The proposed CET community connector service fills gaps that would otherwise make intercity travel inconvenient and time consuming.

An analysis of the intercity connections in Central Oregon provided by the other intercity providers (matched with the grant application) shows that without the CET Community Connector service, travelers from La Pine, Madras, Redmond and Prineville would be forced into very long layovers when traveling to cities/destinations outside Central Oregon such as Portland, Ontario, Eugene and/or Chemult (Amtrak services). In many cases, it would be necessary to spend the night in Redmond or Bend to wait for the next bus. By enabling intercity travelers to travel to, from or through Central Oregon with reasonable connections, the three CET Community Connector shuttle routes proposed in this application continue to be vital to the overall utility of the statewide transit network.

By improving the overall passenger experience on a number of different combination of trips, these three CET community connector shuttle routes enhance the attractiveness of intercity travel overall for both the Central Oregon region and entire State. In the same manner, the proposed CET community connector service provides individuals better intercity connectivity to other states as well as national and international transportation services.

Providing convenient intercity travel options along the corridor between the largest city in Central Oregon (Bend), and the regions only large airport (in Redmond) is the highest priority of this project.

Central Oregon has a flourishing tourist industry that caters to active vacationers (bicyclists, skiers, horseback riding, kayakers, boaters, mountain-climbers, etc.), people coming for special events and individuals traveling to the area to enjoy the natural beauty of the area. As stated elsewhere, 21 percent of Americans over the age of 65 do not drive and approximately 6 percent households don’t have access to private vehicles. The proposed CET Community Connector service ensures that all individuals interested in traveling to Central Oregon via intercity transportation have convenient and accessible options. Making these intercity travel connections stronger makes the region more attractive to tourists considering coming to visit.

Because of the strong connectivity with CET public transit, this project also support tourists’ use of public transportation by making it easy to use.

Funding and Strategic Investment

(22) Describe how project match requirements will be met or exceeded. If this project will last beyond the 19-21 biennium, describe the plan for ongoing funding including match.

Describe why investment in this project makes sense both from the perspective of current need and long term Oregon transit needs.

COIC has used a mixture of Special Transportation Funds and purchased service contracts with local municipalities to provide the local match required for this project for many years.

COIC intends to continue to use these same funding sources for this application.

23. Does this project depend on other funding sources including other discretionary grant processes whose outcomes are uncertain?

If yes, identify the fund source and anticipated timing of funding certainty. If no, write N/A.

COIC uses a combination of ODOT RPTD 5311, 5310, STF and 5311(f) funding, and purchased service contracts with local municipalities to provide the local match required for this project for many years.

A reduction in any of these funds would likely lead to a reduction in CET Community Connector service in the next biennium.

Environmental and Public Health

(24) Describe how the project reduces greenhouse gas emissions, reduces pollution, and/or supports positive health outcomes.

Transportation accounts for 29 percent of greenhouse gas emissions in the United States. By moving more people with fewer vehicles, intercity transportation like CET Community Connector can significantly reduce overall vehicle emissions and the pollutants that create smog. National averages demonstrate that public transportation produces substantially lower greenhouse gas emissions per passenger mile than private vehicles.

Air quality is often the poorest in urban and suburban areas where traffic congestion is the worst. This has meant that residents of these areas, especially those living in close proximity to major thoroughfares or highways, confront much higher health risks due to poor air quality.

When intercity transportation like CET Community Connector is convenient and affordable, many individuals will choose it over traveling by automobile to avoid the unreliability, stress, and delays of roadways congestion. Reduced congestion provides the additional benefits of improved air quality and conserving energy.

By carrying many more riders per trip than a single-occupancy vehicle, CET Community Connector can reduce the total vehicle miles traveled within the community. The transit calculation portion of the application shows that the vehicle miles that the entire CET Community Connector shuttle service travels in a standard year is approx. 390,000. If these public transit riders drove single-occupancy vehicles instead, they would drive approx. 2,117,700 miles. The CET public transit service to these individuals thereby reduces the number of miles driven throughout Central Oregon by approx. 4,235,400 miles over the twenty four (24) month time period of this project.

Individuals travel Central Oregon from around the world to enjoy the natural beauty and recreational opportunities. Multiple studies have shown that active recreation supports positive health outcomes by encouraging social interaction, increasing personal confidence and self-awareness, reducing feelings of depression and anxiety and enhancing self-esteem. By enabling individuals of all capabilities and household income to participate in the many recreational opportunities in Central Oregon, CET Community Connector service supports positive health outcomes.

Safety, Security, and Community Livability

(25) Describe how the project reduces greenhouse gas emissions, reduces pollution, and/or supports positive health outcomes.

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25. Describe how the project increases use and participation in active transportation, including public transportation.

The U.S. Center for Disease Control recommends at least 150 weekly minutes (about 22 daily minutes) of moderate aerobic activity (e.g. brisk walking) for adults. Currently, less than half of American adults achieve recommended physical activity targets, and participation rates decline with age. Many experts believe that increasing walking and cycling (together called active transportation) is the most practical way to improve public fitness, particularly for vulnerable populations such as children, seniors and people with low incomes who often have difficulty participating in structured exercise programs due to financial and time constraints (WHO 2003; Gilbert and O’Brien 2005).

Public transportation and transit-oriented development tend to increase physical activity, since most public transit trips involve walking links, transit-oriented development includes walking and cycling improvements, and transit systems often provide amenities such as bike racks on buses and at stations. Several targeted studies indicate that public transit travel significantly increases physical activity.

26. Describe how the project supports and improves safety of passengers in transit vehicles and safety of other roadway users.

Intercity travel by public transportation is far safer than automobile travel. Intercity and commuter passengers have about one in 20 the per-mile traffic casualty (injury or death) rate as those traveling the same types of miles by personal automobile.

This is an important statistic for the future of U.S. transportation, as federal and local governments look for ways to incorporate safe public transportation in and to cities as traffic congestion builds on the nation’s roads. With increased traffic, fatalities from accidents have also increased in recent years. According to the U.S. Department of Transportation, more than 35,000 people were killed on U.S. roads in 2015, and increase of 7.2 percent from 2014.

To avoid potential accidents and fatalities, public intercity transportation is a valuable tool for high-risk groups and more vulnerable populations, such as teens, seniors and impaired or distracted drivers. Taking a bus allows commuters to multitask, sleep or avoid driving while intoxicated.

In the case of this specific project, the GET Community Connector service described here within is expected to improve the safety of individuals traveling between La Pine – Bend, Redmond – Bend, and Madras – Redmond during the life of the project.

**Capital Assets**

Capital assets are items that cost at least $5,000 and have a useful life of at least 3 years.

27. Describe proposed capital purchases. Enter asset details in the Budget and Project Tables tab.

For capital construction projects, additional documentation will be required in the Document Upload tab. See guidance for more information. If no capital assets are included in your application, write N/A. COIC is not proposing any capital purchases for this project at this time.

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### Project Category and Fund Source

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<th>Project Category</th>
<th>Project Cost</th>
<th>Other Fund Source (Federal)</th>
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### Project Totals and Match Rate

<table>
<thead>
<tr>
<th>Fund Source</th>
<th>Total Project Amount (Grant Amount + Match Amount)</th>
<th>Match Rate</th>
<th>Grant Amount</th>
<th>Match Amount</th>
<th>Match Sources</th>
<th>Overmatch Amount (If Any)</th>
<th>Match Funding is available if project is awarded?</th>
<th>Date match available</th>
<th>% of Funds used for Demand Response Transportation</th>
<th>% of Funds used for Fixed Route Transportation</th>
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<td>10%</td>
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<td>07/01/2019</td>
<td>xx/xx/xxxx</td>
<td>% 100%</td>
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<td>STF &amp; Local Contributions Text</td>
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<td>% 100%</td>
</tr>
<tr>
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<td>$30,643</td>
<td>10%</td>
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<td>Yes/No</td>
<td>07/01/2019</td>
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<td>% 100%</td>
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<tr>
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<td>$30,643</td>
<td>10%</td>
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<td>Yes/No</td>
<td>07/01/2019</td>
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### Vehicle Purchase

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<th>Make Model</th>
<th>Vehicle Category</th>
<th>Unit Cost</th>
<th>Total Cost</th>
<th>Seats</th>
<th>ADA Stations</th>
<th>Fuel Type</th>
<th>Estimated Order Date</th>
<th>Estimated Delivery Date</th>
<th>Mileage</th>
<th>Date of Reading</th>
<th>Seller</th>
<th>Vehicle Condition</th>
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<tbody>
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<td>Vehicle Purchase 1 Expansion/Replacement</td>
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<td>Select Letter (A-E)</td>
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<td>#</td>
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<td>Only answer if purchasing</td>
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### Vehicle Replacement Information

<table>
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<tr>
<th>Vehicles to Be Replaced</th>
<th>Year Make Model</th>
<th>Vehicle Category VIN</th>
<th>Seats</th>
<th>ADA Stations</th>
<th>Seats with ADA Deployed</th>
<th>Fuel Type</th>
<th>Vehicle Mileage</th>
<th>Disposal Type</th>
<th>Vehicle Condition</th>
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<tbody>
<tr>
<td>Vehicle Replacement 1</td>
<td>xxxx Text</td>
<td>Select 17 Letter (A-E) digits</td>
<td>#</td>
<td>#</td>
<td>#</td>
<td>#/D/B/E/H/G/CNG/OF</td>
<td># Sale/Donate/Scrap</td>
<td>Good/Adequate/Marginal/Poor</td>
<td>Also include Right-sizing justification if applicable.</td>
<td></td>
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<tr>
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<td>#</td>
<td>#</td>
<td>#/D/B/E/H/G/CNG/OF</td>
<td># Sale/Donate/Scrap</td>
<td>Good/Adequate/Marginal/Poor</td>
<td>Also include Right-sizing justification if applicable.</td>
<td></td>
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<tr>
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<td>xxxx Text</td>
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<td>#</td>
<td>#</td>
<td>#</td>
<td>#/D/B/E/H/G/CNG/OF</td>
<td># Sale/Donate/Scrap</td>
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<tr>
<td>Vehicle Replacement 6</td>
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<td>#</td>
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<td># Sale/Donate/Scrap</td>
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<td># Sale/Donate/Scrap</td>
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<td># Sale/Donate/Scrap</td>
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<td># Sale/Donate/Scrap</td>
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<td>Good/Adequate/Marginal/Poor</td>
<td>Also include Right-sizing justification if applicable.</td>
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### Equipment, Bus Stop Amenities, and Other Assets

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<tr>
<th>Equipment, Signs, Shelters, Facilities, Land</th>
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<th>Model Number</th>
<th>Quantity</th>
<th>Estimated Unit Cost</th>
<th>Total Cost</th>
<th>Expected Order Date</th>
<th>Expected Delivery Date</th>
<th>Item Location</th>
<th>Lot Size</th>
<th>Square Footage</th>
<th>If breaking ground, have you filled out DCE?</th>
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</table>

**Documents Upload**

- **Documents Requested**
  - **Required?**
  - **Attached Documents**
    - Document 1: Lane-ile, Bend-Redmond & Madras-Redmond Routes
    - Document 2: CET Fare Schedule
    - Document 3: Cent Oregon Intercity Analysis
    - Document 4: 2018 Human Services Coordinated Plan
    - Document 5: Project Budget Breakdown
    - Document 6: Regional Master Transit Plan Service Plan
    - Document 7: City of Madras TSP
    - Document 8

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### Notes
- Letters in parentheses (A-E) indicate different types of sizes that can be selected.
- Numbers in parentheses (1-9) indicate purchasing of used vehicles.
- The letters G/D/BD/E/HG/CNG/OF are used to indicate different fuel types.
- Expected Order Date and Delivery Date may vary depending on the item.
Central Oregon Intergovernmental Council
Hawthorne Station Renovation

Submitted: 2/6/2019 11:41:13 AM (Pacific)
Project Contact
Andrea Breault
abreault@coic.org
Tel: 541 699 4094
Additional Contacts
dorr@coic.org

Application Questions

Provider Information
1. Transit Agency Type
   - City
   - County
   - Mass Transit District
   - Transportation District
   - Special District
   ✔ Intergovernmental Entity
   - Municipal/Public Corporation or other political subdivision
   - Indian Tribe
   - Non-Profit
   - Private For Profit

2. What is the main type of service that will be supported by this grant?
   ✔ Fixed Route
   - Demand Response
   - Deviated Fixed Route

Risk Assessment Information
This risk assessment section contains a subset of the entire risk assessment. The entire risk assessment will be populated with the answers you provide in this section and data already reported to RPTD. Please contact Andrew.S.Keefe@odot.state.or.us for assistance.

3. Did your agency have any turnover of management or financial staff in the last 2 years?
   ✔ Yes
   - No

4. Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?
   ✔ Yes
   - No

5. What type of accounting system does your agency use?
   - Manual
   ✔ Automated
   - Combined

6. Does your agency have a system in place that will account for 100% of each employee’s time?
   ✔ Yes
   - No

7. Did your staff members attend required training and meetings during prior grant awards?
   ✔ Yes
   - No

8. Was your agency audited by the Federal government in the past 2 years?
   ✔ Yes
   - No

9. If yes, did the audit result in one or more audit findings?
   ✔ Yes
   - No

10. Did your agency stay on budget in the past two years?
    ✔ Yes
    - No
Applicant Qualifications

11. Describe how your agency has legal, managerial and operational capacity to perform and report on project progress within the scope, schedule and budget. (Operational capacity specifically for workload of projects in this application.)

Enter response in text box or upload your response on the Document Upload tab and write “See Upload.”

The Central Oregon Intergovernmental Council is a council of governments formed in 1972 under ORS 190. As an Intergovernmental Entity, COIC is a public transportation service provider as defined in OAR 732-040-0005(24). COIC has existing grant awards with both the Federal Transit Administration (FTA) and the Oregon Department of Transportation, Rail and Public Transit Department (ODOT RPTD).

COIC has the Transportation Manager, Operations Manager and Transportation Fiscal Administrator assigned to different elements of this renovation project. This team has demonstrated both its managerial and operational capacity to perform and report on project progress within the scope, schedule and budget. ODOT RPTD has confirmed this capacity with periodic State Management Reviews of Cascades East Transit and COIC.

Additionally, the FTA most recently confirmed COIC’s legal, financial, technical, managerial and operational capacity relative to direct federal awards and projects in its May 2018 triennial review of Cascades East Transit. The final report found no findings for COIC’s administration and management of federally funded public transportation projects over the preceding three years.

COIC has many years of successful experience matching and managing grant fund such as these, covering unforeseen cost increases and operating deficits, covering necessary maintenance and operational costs for grant funded facilities and equipment, and responding to applicable audits.

COIC’s financial management systems meet standards for financial reporting, accounting records, internal control, budget control, allowable cost, source documentation, and cash management. The systems enable COIC to track grant balances, request drawdowns of grant funds, report financial and service data as required, and close out grants.

In summary, COIC has proven its ability to implement ODOT and FTA funded projects such as this in accordance with the grant application, FTA Master Agreement, and all applicable laws and regulations, using sound management practices.

12. Capacity to Maintain Compliance

✔ By checking this box, the applicant certifies that if they are awarded funding they are able to meet or will have the capacity to maintain compliance with applicable federal, state and local laws and regulations including, and not limited to, those pertaining to passenger transportation, civil rights, labor, insurance, safety and health.

13. Does the applicant plan to use a Sub-Recipient or contractor to implement the grant supported activity?

✔ Yes

No

14. If Yes, please list the Sub-Recipient(s) and describe how the applicant will provide sufficient Sub-Recipient/contractor oversight to ensure eligibility is maintained while receiving STIF Discretionary or Statewide Transit Network moneys.

If Yes, enter response in text box or upload response on the Document Upload tab and write “See Upload.” If No, write N/A.

COIC will procure the services of contractor(s) to do the required work. The Transportation Manager has been assigned the role of Project Coordinator to oversee completion of the project as per the attached COIC Contract Administration Guidelines. The Project Coordinator shall work with the Transportation Fiscal Administrator to solicit these services, assure the costs incurred are eligible and the grant requirements are met.

Project Information

Try to answer all questions, even if your project does not fit neatly within a category. No answer means a zero score.

15. Describe the project to be funded.

Enter response in text box or upload response as an attachment in the Document Upload tab and write "See Upload.”

COIC-CET’s vision and project purpose is to transform Hawthorne Station into a built environment that supports local and intercommunity vision for a full-service mobility hub that will enhance access and multi-modal transportation service for Central Oregon community residents and visitors for years to come. The interior of Hawthorne Station will be renovated into an inviting and ADA accessible customer service counter and area including a self-service transportation product kiosk and future Wi-Fi. Hardscape sidewalk areas will be reconfigured and space designated designate for active loading area for ‘kiss and ride’, taxi, microtransit and car-sharing. Space will also be designated for a future bike share station and/or secure bike parking. The project outcome will also build future capacity for expected increases in multi-modal transportation and inviting space for promoting Transportation Demand Management in cooperation with other community partners.

The project to be funded will include a spectrum of transit facility improvements and renovations to enhance the safety and security of the site, and thereby provide increase the accessibility to both the providers and passengers that utilize these facility.

Specifics of the project include:
- Purchase and installation of an information and self-serve fare product purchase kiosk to provide automated purchase and dispensing of fare products for the convenience of customers,
- Upgrade the facility front doors and associated ADA equipment to enhance accessibility,
- Remodel of the customer service area, including counter, to make it both inviting and more secure for both staff and passengers,
- Redesign and remodel of the passenger restrooms to make them safer, more secure and more accessible,
- Reconfigure and re-purpose use of hardscape (sidewalk areas) for future bike station and/or secure bike parking and create designated pick up/drop off area for active loading/unloading for other modes of public transportation including taxis, micro-transit, kiss and ride and Transportation Network companies,
- Replacement of the interior furniture to a combination of benches and tables that are both more ADA accessible and easier to maintain,
- IT/Technological improvements that will translate into free WiFi access for passengers waiting for a bus,
- Replacement of the flooring to a more durable and safe vinyl tile material

Implementing this project will provide both providers and passengers the following benefits:
- Enhance features to better serve vulnerable and disadvantaged riders
- Enhance safety, security and amenities for both customers and employees
- Improve operating efficiency and flow of pedestrians, shuttles, and vehicles
- Enhance the inter-modality of the facility by including space for bike parking and car sharing
- Create an inviting and engaging customer experience like the one pictured on the attached photos

16. What Local Plans include this project and elements of the project?

See guidance for exemptions to this requirement.

Within Central Oregon’s 2013 Regional Master Plan, page 37 refers to "Non-Service Improvements" and discusses the importance of the rider experience and its associated facilities.

Under the draft City of Bend TSP, the transit planning segments refer to the need for mobility hubs and enhanced technological solutions at these facilities.

17. What is the minimum award amount that will still allow your project to proceed?

Enter an amount in dollars.

$106,000

18. Select the fund source(s) that you think best aligns with your application.

Check all that apply:
- STIF Discretionary
- STIF Intercommunity Discretionary
- FTA Section 5311 (f) Intercity Discretionary
19. Describe how the project supports and improves access for vulnerable populations.

The Hawthorne Station inter-modal center enhances the transportation options, access and independence of seniors, individuals with disabilities, economically disadvantaged people traveling throughout Oregon by augmenting the State’s statewide transit network in Central Oregon.

Seniors, individuals with disabilities and economically disadvantaged people are more reliant on public transportation to meet their intercity travel needs. Accordingly, the attached 2018 Central Oregon Human Services Coordinated Plan prioritizes inter-community transportation between the region’s rural communities as high.

According to an April 2011 article written by the AARP Public Policy Institute, 21 percent of Americans over the age of 65 do not drive. Current demographic trends (aging population) are increasing the number of individuals that fit within this category.

According to a 2009 national household travel survey by Travel Trends, nearly 6 percent of rural households and more than 6 percent of small urban households have no access to private vehicles.

The Hawthorne Station lobby is open from 6:30 am to 6:00 pm M-F and 10:00 am to 2:00 pm Sat/Sun. Services and amenities include lighted inside and outside waiting areas, public restrooms, a large electronic information board inside the waiting area showing the estimated arrival time of the Cascades East Transit fixed route buses, a small market with food service items, transportation information and tickets that make traveling more convenient and safer than before. COIC employees staff at Hawthorne Station. They are trained with the transportation options available in the region and are available to discuss them with consumers at the counter. Their mission is to make Hawthorne Station a convenient transportation hub where passengers can choose a transportation mode to accommodate their needs and purchase the fare of their choice. Hawthorne Station provides a critical link to the existing Oregon transportation system, improving utilization and efficiency of the system. Operating Hawthorne Station helps complete gaps by centrally locating access to multi-modal public and private options and removing accessibility barriers to transportation options.

This renovation is required to increase the accessibility and improve the passenger experience at Central Oregon’s highest rated Key Transit Hub, the Hawthorne Station inter-modal transit center located in Bend, Oregon.

20. Describe how the project is a collaboration of multiple agencies or involves consolidation, coordination, or resource sharing between agencies.

COIC works with Greyhound, Amtrack, Pacific Crest Bus Lines, People Mover, MT Hood Teleporter, and MTRWestern to coordinate their respective schedules and facility needs. COIC staff on site work to provide passengers with current information on their intercity and inter-modal transportation options. COIC works with the City of Bend and neighborhood representatives to assure that the site operations are such that COIC remains a good neighbor within the community.

COIC continues to actively recruit intercity providers to make use of the Hawthorne Station inter-modal center to increase its utility to the Statewide Transit Network.

COIC has consulted with Central Oregon Coalition for Access (COCA), Commute Options, OSU Cascades, Move Bend, the Regional Public Transportation Advisory Committee (RPTAC) and the City of Bend to assure this project meets the needs of the community. Commute Options, RPTAC, OSU Cascades, COCA and Move Bend were able to furnish the attached letters of support for this project. The project has also been endorsed by the Bend City Council. The formal letter of support should be signed at the February 6th Council meeting.

21. Describe how the project supports and improves the utility of the statewide transit network, improves the passenger experience, benefits multiple transit providers, and/or creates a foundation for future statewide transit network improvements.

Hawthorne Station was constructed in order to provide a safe, efficient and customer-friendly venue for intercity travelers to purchase fare products, receive information regarding transportation options available, comfortably wait to board their bus, and to park a vehicle if need be. Intercity travel within the region has materially increased since the facility opened and use of the facility has expanded to include other intercommunity service providers and riders. This growth has accelerated normal wear and tear on the facility, parking lot and grounds. Over time there have been enhancements in ADA equipment and standards, material growth in regional/local population and associated traffic congestion, and higher expectations from bus patrons, the general public and commercial/residential neighbors in close proximity. This project would greatly enhance the site’s ability to serve the region’s inter-community transportation passenger and provider needs.

22. Describe how project match requirements will be met or exceeded. If this project will last beyond the 19-21 biennium, describe the plan for ongoing funding including match.

Describe why investment in this project makes sense both from the perspective of current need and long term Oregon transit needs. COIC shall use proceeds from purchased service contracts with local municipalities to provide the local match required for this project.

23. Does this project depend on other funding sources including other discretionary grant processes whose outcomes are uncertain?

If yes, identify the fund source and anticipated timing of funding certainty. If no, write N/A.

N/A

24. Describe how the project reduces greenhouse gas emissions, reduces pollution, and/or supports positive health outcomes.

Transportation accounts for 29 percent of greenhouse gas emissions in the United States. By moving more people with fewer vehicles, intercity transportation like CET Community Connector can significantly reduce overall vehicle emissions and the pollutants that create smog. National averages demonstrate that public transportation produces substantially lower greenhouse gas emissions per passenger mile than private vehicles. Moreover, by reducing congestion, the Community Connector service reduces emissions from cars stuck in traffic.

Air quality is often the poorest in urban and suburban areas where traffic congestion is the worst. This has meant that residents of these areas, especially those living in close proximity to major thoroughfares or highways, continue to experience much higher health risks due to poor air quality.

When intercity transportation is convenient and affordable, many individuals will choose it over traveling by automobile to avoid the unreliability, stress, and delays of roadway congestion. Reduced congestion provides the additional benefits of improving air quality and conserving energy.

By providing a safe, secure and accessible space that is attractive to both passengers and providers, an improved Hawthorne Station inter-modal center will encourage more Oregonians to choose public intercity transportation instead of driving a single-occupancy vehicle.

25. Describe how the project increases use and participation in active transportation, including public transportation.

The U.S. Center for Disease Control recommends at least 150 weekly minutes (about 22 daily minutes) of moderate aerobic activity (e.g. brisk walking) for adults. Currently, less than half of American adults achieve recommended physical activity targets, and participation rates decline with age. Many experts believe that increasing walking and cycling (together called active transportation) is the most practical way to improve public fitness, particularly for vulnerable populations such as children, seniors and people with low incomes who often have difficulty participating in structured exercise programs due to financial and time constraints (WHO 2003; Gilbert and O’Brien 2005).

Public transportation and transit-oriented development tend to increase physical activity, since most public transit trips involve walking links, transit-oriented development includes walking and cycling improvements, and transit systems often provide amenities such as bike racks on buses and at stations. Several targeted studies indicate that public transit travel significantly increases physical activity.

26. Describe how the project supports and improves safety of passengers in transit vehicles and safety of other roadway users.

Intercity travel by public transportation is far safer than automobile travel. Intercity and commuter passengers have about one-twentieth the per-mile traffic casualty (injury or death) rate as those traveling the same types of miles by personal automobile.

This is an important statistic for the future of U.S. transportation, as federal and local governments look for ways to incorporate safe public transportation in and in cities as traffic congestion builds on the nation’s roads. With increased traffic, fatalities from accidents have also increased in recent years. According to the U.S. Department of Transportation, more than 35,000 people were killed on U.S. roads in 2015, and increase of 7.2 percent from 2014.
To avoid potential accidents and fatalities, public intercity transportation is a valuable tool for high risk groups and more vulnerable populations, such as teens, seniors and impaired or distracted drivers. Taking a bus allows commuters to multitask, sleep or avoid driving while intoxicated.

Capital Assets
Capital assets are items that cost at least $5,000 and have a useful life of at least 3 years.

27. Describe proposed capital purchases. Enter asset details in the Budget and Project Tables tab. For capital construction projects, additional documentation will be required in the Document Upload tab. See guidance for more information. If no capital assets are included in your application, write N/A. Specifics of the project include:
- Purchase and installation of an information and self-serve fare product purchase kiosk to provide automated purchase and dispensing of fare products for the convenience of customers,
- Upgrade the facility front doors and associated ADA equipment to enhance accessibility,
- Remodel of the customer service area, including counter, to make it both inviting and more secure for both staff and passengers,
- Redesign and remodel of the passenger restrooms to make them safer, more secure and more accessible,
- Reconfigure and re-purpose use of hardscape (sidewalk areas) for future bike station and/or secure bike parking and create designated pick up/drop off area for active loading/unloading for other modes of public transportation including taxis, micro-transit, kiss and ride and Transportation Network companies,
- Replacement of the interior furniture to a combination of benches and tables that are both more ADA accessible and easier to maintain,
- IT/Technology improvements that will translate into free WiFi access for passengers waiting for a bus
- Replacement of the flooring to a more durable and safe vinyl tile material

Implementing this project will provide both providers and passengers the following benefits:
- Enhance features to better serve vulnerable and disadvantaged riders
- Enhance safety, security and amenities for both customers and employees
- Improve operating efficiency and flow of pedestrians, shuttles, and vehicles
- Enhance the inter-modality of the facility by including space for bike parking and car sharing
- Create an inviting and engaging customer experience like the one pictured on the attached photos

**Budget and Project Tables**

<table>
<thead>
<tr>
<th>Project Category and Fund Source</th>
<th>Project Cost</th>
<th>Other Fund Source (Federal)</th>
<th>Other Fund Source (State)</th>
<th>Other Fund Source (Local)</th>
<th>Other Fund Source (Other)</th>
<th>Project Category Totals</th>
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<td>Vehicle Purchase - Expansion</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
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<td>$ 124,850</td>
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<td>Signs/Shelters Purchase</td>
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**Project Totals and Match Rate**

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<tr>
<th>Fund Source</th>
<th>Total Project Amount (Grant Amount + Match Amount)</th>
<th>Match Rate</th>
<th>Grant Amount</th>
<th>Match Amount</th>
<th>Sources</th>
<th>Overmatch Amount (If Any)</th>
<th>Match Funding is available if project is awarded?</th>
<th>Date Match Available</th>
<th>% of Funds used for Demand Response Transportation</th>
<th>% of Funds used for Fixed Route Transportation</th>
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<tr>
<td>STIF Discretionary - All Project Categories (20% Match)</td>
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<td>$ 112,365</td>
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<td>Yes/No</td>
<td>07/01/2019</td>
<td>%</td>
<td>100 %</td>
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<td>10 %</td>
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<td>$ 112,365</td>
<td>Text</td>
<td>$</td>
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<td>07/01/2019</td>
<td>%</td>
<td>100 %</td>
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<td>Yes/No</td>
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**Vehicle Purchase**

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<tr>
<th>Vehicle Purchase Type</th>
<th>VIN of vehicle being replaced</th>
<th>Make Model</th>
<th>Vehicle Category</th>
<th>Quantity</th>
<th>Unit Cost</th>
<th>Total Cost</th>
<th>Seats w/ADA Stations Deployed</th>
<th>ADA Stations Placed</th>
<th>Fuel Type</th>
<th>Estimated Order Date</th>
<th>Estimated Delivery Date</th>
<th>Mileage</th>
<th>Date of Reading</th>
<th>Seller</th>
<th>Vehicle Condition</th>
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<td># $ 0</td>
<td># $ 0</td>
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<td>xx/xx/xxxx</td>
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<td>Only answer if purchasing purchasing purchasing purchasing used</td>
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### Vehicle Replacement Information

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<th>Vehicle Category</th>
<th>VIN</th>
<th>Seats</th>
<th>ADA Stations</th>
<th>Seats with ADA Stations Deployed</th>
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<th>Vehicle Mileage</th>
<th>Disposal Type</th>
<th>Vehicle Condition</th>
<th>Vehicle Maintenance History</th>
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<tr>
<td>Vehicle Replacement 1</td>
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<td>#</td>
<td>#</td>
<td>G/D/B/E/H/G/CNG/OF</td>
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<td>Sale/Donate/Salvage</td>
<td>Good/Adequate/Marginal/Poor</td>
<td>Also include Right-sizing justification if applicable.</td>
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<td>Vehicle Replacement 2</td>
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<td>G/D/B/E/H/G/CNG/OF</td>
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<td>Sale/Donate/Salvage</td>
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<td>#</td>
<td>G/D/B/E/H/G/CNG/OF</td>
<td>#</td>
<td>Sale/Donate/Salvage</td>
<td>Good/Adequate/Marginal/Poor</td>
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<td>Sale/Donate/Salvage</td>
<td>Good/Adequate/Marginal/Poor</td>
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<td>Sale/Donate/Salvage</td>
<td>Good/Adequate/Marginal/Poor</td>
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<td>#</td>
<td>Sale/Donate/Salvage</td>
<td>Good/Adequate/Marginal/Poor</td>
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<td>#</td>
<td>Sale/Donate/Salvage</td>
<td>Good/Adequate/Marginal/Poor</td>
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<tr>
<td>Vehicle Replacement 10</td>
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<td>G/D/B/E/H/G/CNG/OF</td>
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### Equipment, Bus Stop Amenities, and Other Assets

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<thead>
<tr>
<th>Equipment, Signs, Shelters, Facilities, Land</th>
<th>Item Description</th>
<th>Model Number</th>
<th>Quantity</th>
<th>Estimated Unit Cost</th>
<th>Total Cost</th>
<th>Expected Order Date</th>
<th>Expected Delivery Item Date</th>
<th>Item Location</th>
<th>Lot Size</th>
<th>Square Footage</th>
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<td>e</td>
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</table>

Document Upload "No"

Documents Requested "Required?"

* Document 1: CDC Contractor Guidelines
* Document 2: Commuter Options Letter of Support
| Document 3 | Move Bend Letter of Support |
| Document 4 | RPTAC Chair Support Letter |
| Document 5 | Central Coalition Access Letter of Support |
| Document 6 | OSU Cascades Letter of Support |
| Document 7 | Before and After Proposed Transformation |
| Document 8 | 2018 Central OR Human Services Coord Plan |
| Document 9 | |
| Document 10 | |

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