

Application For *ConnectOregon* Program 2005-2006

To ensure you have current program information, e-mail connectoregon@odot.state.or.us to get on the electronic mailing list.

PART A- Project Summary and Certification: Use this form or a replica. Print and sign one original. Attach additional text at the end as necessary identified with the corresponding question number.

APPLICANT

ORGANIZATION NAME City of Bend #036-06	PRIMARY CONTACT PERSON AND TITLE Brad Emerson, Asst Public Works Director
ADDRESS PO Box 431	TELEPHONE (541) 317-3054
CITY, STATE AND ZIP CODE Bend, Oregon 97709	FAX (541) 389-2245

CO-APPLICANT / CO-SPONSOR

ORGANIZATION NAME None	PRIMARY CONTACT PERSON AND TITLE
ADDRESS	TELEPHONE
CITY, STATE AND ZIP CODE	FAX

3. PROJECT NAME AND LOCATION

City of Bend Public Transit Operations and Maintenance Center

4. SUMMARY OF PROJECT

Design and construct a transit maintenance and operations center for expansion of the City of Bend Transit System.

5. COST SUMMARY

a) <i>ConnectOregon</i> Grant Amount	\$4,000,000
b) <i>ConnectOregon</i> Loan Amount	\$
c) Subtotal <i>ConnectOregon</i> Funds	\$4,000,000
d) Match Amount	\$1,650,000
e) Other Fund Amount	\$
f) Project Total (c + d + e)	\$5,650,000

6. CERTIFICATION

I certify that City of Bend (applicant organization) supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for *ConnectOregon* funds. I further certify that matching funds are available or will be available for the proposed project. I understand that all State rules for contracting, auditing, underwriting (where applicable) and payment will apply to this project.

 APPLICANT SIGNATURE 2/16/06 DATE Brad Emerson PRINTED NAME

 CO APPLICANT SIGNATURE DATE PRINTED NAME

ConnectOregon Program Application

PART B - Applicant Qualifications

1. CONTACT INFORMATION

APPLICANT

ORGANIZATION NAME City of Bend	PRIMARY CONTACT PERSON AND TITLE Brad Emerson, Assistant Public Works Director
ADDRESS PO Box 431	TELEPHONE (541) 317 3054
CITY, STATE AND ZIP CODE Bend, Oregon 97709	FAX (541) 389 2245

CO-APPLICANT / CO-SPONSOR

ORGANIZATION NAME None	PRIMARY CONTACT PERSON AND TITLE
ADDRESS	TELEPHONE
CITY, STATE AND ZIP CODE	FAX

2. IS / ARE THE APPLICANT(S) CURRENT ON ALL STATE AND LOCAL TAXES, FEES AND ASSESSMENTS?

YES NO If NO, Explain:

PART C - Project Description

3. PROJECT DESCRIPTION AND PURPOSE: Summarize the project's description and purpose.
Provide maps in 8 1/2 "X 11" format as hard copy only.

See attached narrative.

4. ConnectOregon (CO) Project Budget

SOURCES OF FUNDS: Please identify the source and amount of moneys comprising your project budget in terms of grants, loans, match and other funds.

SOURCES:	Amount	Percent of Total	DATE AVAILABLE	
			Cal Year	Quarter
a. ConnectOregon Grant	\$4,000,000	80%	06/07	2nd
b. ConnectOregon Loan	\$	%		
c. Required Match (Grants -20% of Total Project) 1	\$1,650,000	20%	06/07	2nd
d. Other Leveraged Funds (2)	\$	%		
e. Other Leveraged Funds (2)	\$	%		
f. Other Non-Leveraged Funds (Describe)	\$	%		
g. Other Non-Leveraged Funds (Describe)	\$	%		
TOTAL*	\$5,650,000	100%		

(1) Please describe the source and timing of the 20% match shown above. If applicable include the cost basis of property.

Cost basis of the property, design and engineering, fees and permits, construction administration, inspection services and equipment.

(2) If your project leverages other funds beyond the ConnectOregon grants, loans and match required for your project, please describe the source, timing and basis for valuing the other funds. Leveraged funds must be shown in 1(d) and 1(e) above.

USES OF FUNDS: Please identify the proposed uses and amount of moneys comprising the project budget.

USES:	Amount	Percent of Total	DATE AVAILABLE	
			Cal Year	Quarter
Labor (Payroll)	\$350000.00	6%	06/07	1
Contracted Services (If Known)	\$4,500,000	80%	06/07	1
Materials and Supplies	\$	%		
Capital Outlay (Land)	\$	%		
Capital Outlay (Buildings)	\$	%		
Capital Outlay (Equipment)	\$	%		
Other (Describe): _____	\$800,000	14%	1985	
Other (Describe): _____	\$	%		
Other (Describe): _____	\$	%		
Other (Describe): _____	\$	%		
TOTAL*	\$5,650,000	100%		

**Totals for Sources of Funds and Uses of Funds must be equal*

5. REAL ESTATE

EXACT ADDRESS OR LEGAL DESCRIPTION: _____

a. IS PROPERTY OWNED BY APPLICANT(S)? YES NO

PURCHASE PRICE	DATE
\$800,000	1985

b. IS PROPERTY TO BE PURCHASED? YES NO

PURCHASE PRICE	DATE

c. IS PROPERTY TO BE LEASED? YES NO

d. DOES THE PROJECT INCLUDE
EASEMENTS OR DONATED PROPERTY? YES NO

Provide any additional details here:

"Purchase Price" reflects estimated 1985 value. It is unclear at when the property was acquired, but the Public Works was purchased in 1985.

PART D - Project Considerations

NOTE: The independent review consultant who will evaluate the project may consider other published or publicly available information when conducting this review.

6. TRANSPORTATION COST REDUCTION: Describe how the project reduces transportation costs for Oregon businesses.

See attached narrative.

7. MODAL CONNECTIVITY: Describe how the project benefits or connects two or more modes of transportation.

See attached narrative.

8. STATEWIDE OR REGIONAL TRANSPORTATION LINK: Describe how the project creates a critical link in a statewide or regional transportation system.

See attached narrative.

9. COST BORNE BY APPLICANT(S): Provide the amount by which the project will exceed, or, provide a match beyond *ConnectOregon's* minimum grant-match requirement of 20%.

The City of Bend contribution is \$1.650 million. About half of this is the estimated 1985 value of the property on which the Transit Operations and Maintenance Facility will be located. The balance consists of: Fees and Permits, Engineering, Construction Administration and Inspection Services.

10. PERMANENT AND CONSTRUCTION JOBS CREATION/RETENTION: Describe how the project creates and retains permanent and construction jobs in Oregon.

As described above, the construction of the Operations and Maintenance Facility will allow the start of the Bend Transit System. The estimated \$4 million for construction alone will create jobs for approximately one year. In addition, local employment will be benefited by easier access of workers to employment centers. Businesses dependent on tourist or recreation customers will benefit by the inter-modal connectivity described above. More customers means more employees, creating a permanent stable job market in Bend. The Transit Operations Center itself will employ dispatchers, maintenance personnel, administrators and drivers for the life of the Transit System.

11. ANTICIPATED CONSTRUCTION START DATE OR EQUIVALENT: March 2007

12. ANTICIPATED PROJECT COMPLETION DATE: March 2008

13. CONSTRUCTION READINESS: Provide a project timeline and describe where the project is on this timeline in relation to planning, design and permitting issues.

See attached narrative.

14. PROJECT OPERATIONS: How will the ongoing maintenance, operation and replacement of the project be financed?

A combination of federal, state and local funding is available for the operation of the Bend Transit System and the infrastructure supporting it.

15. OTHER CONSIDERATIONS AND INFORMATION: Describe any other considerations and information you would like taken into account about the project.

Preliminary evaluation of the proposed site indicates that the location may not be large enough to meet the extended needs (20+ years) of the Bend Transit System for an operations center. The City of Bend would like to reserve the option to locate on another appropriately located site if necessary.

PART E - Supporting Materials: Provide a list here of supporting materials that will be provided as part of your hard copy submission.

1. Letter of support from Oregon Transit Association
2. Letter of support from City of Redmond
3. Letter of support from Paratransit Services
4. Letter of support from Bend-LaPine Public Schools
5. Letter of support from Commute Options
6. Letter of support from City of Prineville
7. Letter of support from Resource Sustainable Solutions
8. Public Transit Site Plan
9. Public Transit Vicinity Plan
10. Bend Extended Area Transit Routes and Proposed Stops
11. Bend Vicinity Map

ADDENDUM PAGE 8: Attach additional text here as necessary, identifying the corresponding application question number you are completing.

PART C – Project Description

3. PROJECT DESCRIPTION AND PURPOSE:

The City of Bend is developing a fixed route transit system to connect the college campus, medical campus and government offices with other commercial and residential centers along major roadways. The purpose of this ConnectOregon project is to construct the infrastructure to support the fixed route transit system. Specifically, an operations center, employee parking and maintenance bays for servicing the transit vehicles. The facility is planned to be co-located with existing City of Bend Public Works Department facility on property the City now owns. The location just off State Highway 20 and in the center of Bend makes this an ideal place for dispatch and maintenance services.

Planning for the fixed route system is in draft form and is now under review by Transportation Planners Nielson/Nygaard. The City of Bend is the largest city in Oregon without fixed route transit.

The Bend Transit System will provide numerous benefits to Central Oregon in terms of access to employment, connectivity with other Oregon cities and other modes of transportation. To deliver a dependable public transportation system, the city first needs the ability to administer, dispatch and maintain the buses. All city of Bend offices are 100% full with City personnel and operations. The existing three maintenance bays at the City Public Works facility are designed for maintenance of fire and ambulance equipment, trucks, and other City of Bend vehicles. The facility is not adequate to handle the additional needs of the buses needed for the Bend Transit System. The rapid growth of Bend has left city facilities stretched to their limits. The specific benefits of the transit system are elaborated in the ConnectOregon application however, the bottom line is that the transit system cannot begin operations until the City constructs the administrative center, dispatch facilities, maintenance bays and parking for transit vehicles.

6. TRANSPORTATION COST REDUCTION:

Transit is most critical to support low and moderate income families in their ability to reach jobs and services. The price inflation of homes in Deschutes County has forced many working people outside the city limits to find affordable housing. The cost of vehicle ownership, insurance, the rising price of fuel and parking all combine to make vehicle travel an expensive and sometimes unaffordable option for families. Central Oregon Commute Options continues to develop Park and Ridge locations throughout Deschutes County and in Crook and Jefferson Counties. Using Park and Ride and Bend Transit services, employees throughout the region can carpool or vanpool to work in Bend and have mobility during the work day. The Transit System reduces transportation costs for the users of the system.

Another cost reduction benefit of the Bend Transit System is extended functional life of roadways resulting from a reduction in vehicle trips. Ten people riding a bus is much less wear and tear on the street system than ten people in single occupant vehicles.

7. MODAL CONNECTIVITY:

The Bend Transit System will provide transportation modal options to interconnect pedestrian, bicycle and vehicle traffic with public transportation. Transit System vehicles are equipped with bike racks. Bend is a very active bicycling community. Current development code requirements include construction of bike parking at buildings used by the public. Bike lanes are included on all arterial and collector roadways and an extensive system of urban trails encourages recreational bike use within the city. Transit would allow cyclists to access those trails and bikeways without driving and parking. Parking at urban trailheads has become an increasing problem, particularly in the summer months, a problem that could be alleviated by transit.

The City of Bend provides medical services to people throughout Eastern Oregon. Vanpools arrive daily from Burns, John Day, Madras and smaller remote communities. The Bend Transit System will allow these visitors to combine their medical visits with shopping, dining or recreation. Vehicles will be fully accessible providing transportation mobility to all.

ADDENDUM PAGE 9: Attach additional text here as necessary, identifying the corresponding application question number you are completing.

8. STATEWIDE OR REGIONAL TRANSPORTATION LINK:

The City of Bend welcomes tens of thousands of tourists each year. Winter recreation opportunities attract visitors from throughout the West. These guests are already accustomed to using the Mount Bachelor Shuttle to travel from the west side of Bend to destinations along Century Drive for skiing, snowboarding or winter hiking. Without the fixed route transit system the visitors' only option is to drive to the shuttle bus parking lot. The Bend Transit System would allow visitors to fly in to the Redmond Airport, take an airport van to their hotel, use the Bend Transit System to the Mount Bachelor Shuttle and never require the use of a personal vehicle. Notice from the enclosed route map (Supporting Material #10) that the shuttle parking lot is one of the stops on the western loop.

Summer events are particularly important to the Central Oregon economy. Bend annually welcomes the Cascade Cycling Classic, Pole Pedal Paddle, Cascade Festival of Music and the Bend Film Festival. In addition there are weekly events throughout the summer including Saturday Market, Wednesday Farmers Market, and Thursday night Munch and Music. The Bend Transit System will allow the thousands of spectators the option of leaving their cars at home, or parked in a Park and Ride lot and use the Bend Transit bus to reach the event. Many of these events are located in the Downtown Area which is noted on the Bend Vicinity Map enclosed (Supporting Material #11). The fully accessible bus system will also provide convenient transportation to these events for visitors who cannot or should not drive.

The Bend Transit System is anticipated in the Bend Urban Area Roadway System Plan and the Bend General Plan. Using the existing arterial/collector roadway system, the routes link destinations for typical Transit riders in a way that's designed to provide maximum regional transportation benefit.

13. CONSTRUCTION READINESS:

The property is owned by the City of Bend. The Transit Plan is developed and under review by transportation planning specialists. Transit routes have been laid out to connect critical locations within Bend with regional multi-modal centers. A site plan for the center has been developed and is included in this packet (Supporting Materials #8 and #9). The City of Bend estimates the construction timeline as follows:

Design Completion	January 2007
Permits	February 2007
Begin Construction	March 2007
Complete Construction	March 2008

ADDENDUM PAGE 10: Attach additional text here as necessary, identifying the corresponding application question number you are completing.

ADDENDUM PAGE 11: Attach additional text here as necessary, identifying the corresponding application question number you are completing.

ADDENDUM PAGE 12: Attach additional text here as necessary, identifying the corresponding application question number you are completing.