

CET 2040 Transit Master Plan

Local TAC Meeting #2 – Jefferson County
January 28th, 2020

Meeting Purpose and Desired Outcomes

Meeting Purpose

Welcome the TAC members

Update TAC on project status and schedule

Review draft service plan and capital plan (short-term, mid-term, and long-term)

- Memo 6 – Service Plan

- Memo 7 – Capital Plan

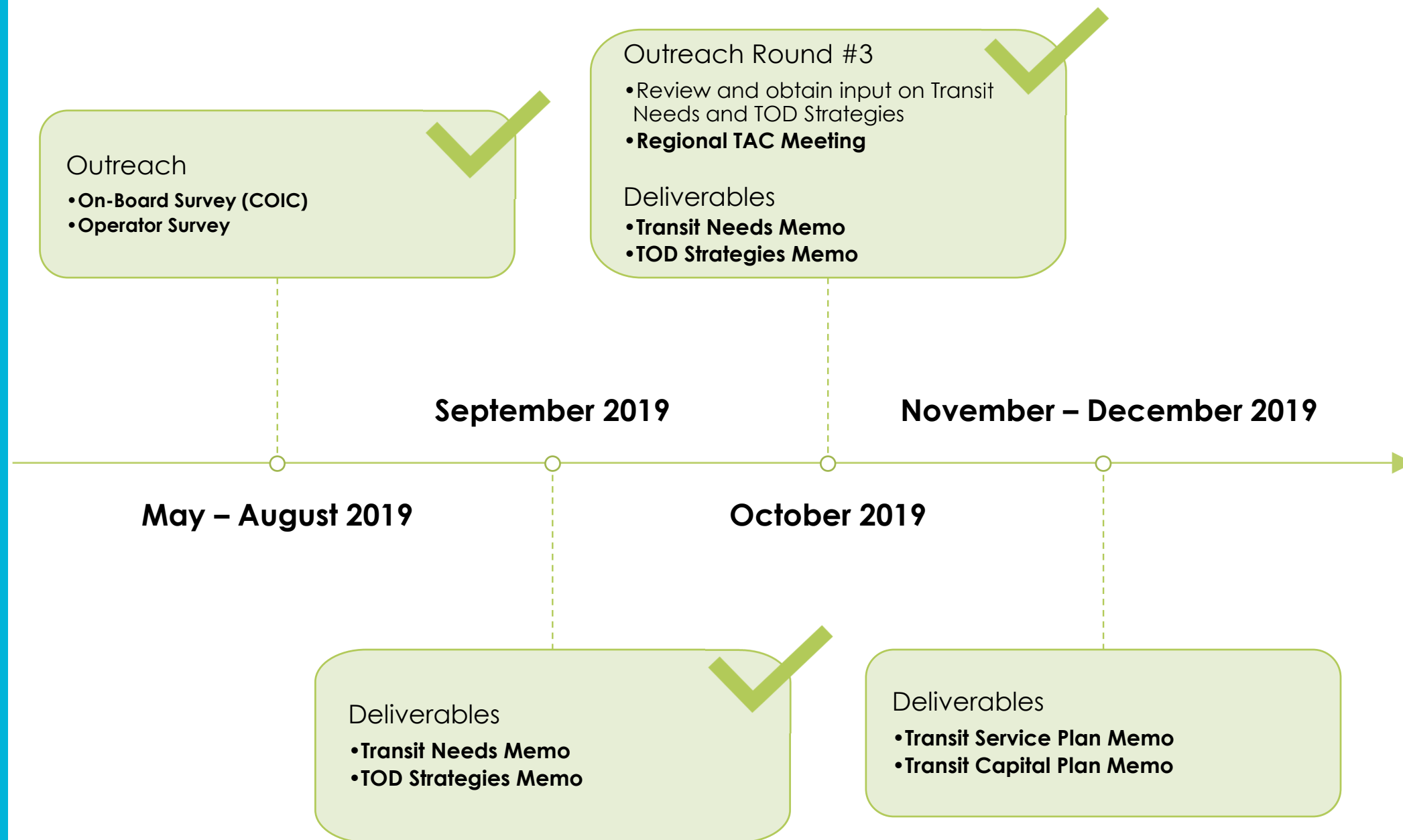
Desired Outcomes

Feedback from TAC on enhancements proposed for local and Community Connector service in the short-term, mid-term, and long-term

Project team understands TAC member priorities

Project Status and Schedule

(Month 7-14)



Project Status and Schedule

(Month 15-18+)



Memos 6 & 7



Memo 6 – Transit Service Plan

- Plan Phases & Funding Assumptions
- Service Types
- Community Connector Service
- Local Service in Smaller Communities
- Recreational Services
- Summary of Community Connector/Local Service



Memo 7 – Transit Capital Plan

- Transit Vehicles
- Transit Facilities
- Transit Technology
- Transit Asset Management



Memo 6: Plan Phases & Funding Assumptions

1

**Funding Level
Assumptions**

2

**Existing Funding
Source
Assumptions**

3

**Future Funding
Scenarios**

4

**Cost
Assumptions**

5

Rec's

Funding Level Assumptions

Memo 6: Plan Phases & Funding Assumptions

- CET's fiscal year 2019-20 projected revenue budget = \$9.4 million (includes \$3.6 million from STIF)
- May be able to increase to \$16 million annually over 20 years
- Planned phasing and funding levels:
 - Existing: 0-1 years (FY 2019, includes initial implementation of STIF)
 - Near-Term: 1-2 years (FY 2020-21, includes STIF)
 - Short-Term: 3-5 years (FY 2022-23 and FY 2023-24, includes STIF)
 - Mid-Term: 6-10 years (Potential sources in addition to STIF)
 - Long-Term: 11-20 years (unconstrained financially)

Existing Funding Source Assumptions

- Revenue sources: federal, service contracts, state, local, fares, one-time revenues, and advertising/other
- Fluctuate year by year
- 1.0% growth rate assumed on non-STIF, 0% on state and local funds, and 2-5% increases in fare and contract revenues for future years
- STIF projections have been provided by ODOT through FY 2023
 - Stable for Warm Springs and **vary for counties with 4% growth rate** assumed after 2021

Funding Source	Sub-System or Qualified Entity	Sample Fiscal Year			
		2019-2020	2024-2025	2029-2030	2039-2040
Total Existing Revenue	Bend System	\$3,544,090	\$3,724,874	\$3,914,880	\$4,324,463
	Rural System	\$2,287,650	\$2,404,343	\$2,526,989	\$2,791,368
STIF	Confederated Tribes of the Warm Springs	\$100,000	\$100,000	\$100,000	\$100,000
	Crook County	\$223,000	\$313,664	\$381,620	\$564,891
	Deschutes County	\$3,049,000	\$4,327,482	\$5,265,043	\$7,793,550
	Jefferson County	\$222,000	\$314,746	\$382,936	\$566,839
TOTAL		\$9,425,740	\$11,185,109	\$12,571,468	\$16,141,111

Memo 6: Plan Phases & Funding Assumptions

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CET Future Funding Scenarios

- Seven future funding scenarios
- All use existing funding source projections as a base

ID	Funding Scenario	Variation	Fiscal Year			
			2019-2020	2024-2025	2029-2030	2039-2040
A	Existing Revenue Sources (excluding STIF)	Includes both sub-systems	\$5,831,740	\$6,129,217	\$6,441,869	\$7,115,831
B	Existing Revenue Sources (including STIF)	N/A	\$9,425,740	\$11,185,109	\$12,571,468	\$16,141,111
C1	Existing + STIF + 0.02% Property Tax	Within counties	-	\$18,832,255	\$22,331,381	\$32,038,980
C2		Within incorporated areas	-	\$15,427,578	\$17,986,054	\$24,960,900
D	Existing + STIF + Employer-Based Payroll Tax	N/A	-	\$16,241,000	\$18,701,068	\$25,166,391
D1	Existing + STIF + Property Tax + Payroll Tax	0.02% Property Tax within Counties	-	\$23,888,147	\$28,460,980	\$41,064,260
D2		0.02% Property Tax within Incorporated Areas	-	\$20,483,469	\$24,115,653	\$33,986,180

Memo 6: Plan Phases & Funding Assumptions

Table 3, Page 6

Cost Assumptions

- Used in estimating service operating costs based on projections from CET’s fiscal department
- “Existing” timeframe reflects CET’s current costs for FY 2020 (2019-21), predating new service launched from 2019-21 STIF Plan)
- Assume 5% annual increase

Sub-System	Existing ¹	Near-Term ²	Short-Term ²	Mid-Term ²	Long-Term ²
	2019-2020	2020-2021	2024-2025	2029-2030	2039-2040
Bend Dial-A-Ride	\$74.15	\$81	\$101	\$132	\$220
Bend Fixed-Route	\$75.18	\$82	\$102	\$133	\$223
Rural Dial-A-Ride	\$87.14	\$94	\$116	\$151	\$251
Rural Community Connector	\$95.34	\$103	\$128	\$166	\$277
Rural Route 20	\$79.26	\$86	\$107	\$139	\$231
Peer Median³	\$91	\$101	\$123	\$156	\$256

Notes: 1. Existing costs for 2019. 2. An additional approximately \$2 per revenue hour was added to the 2019 Existing cost to account for vacant positions. This cost was subsequently increased by 5% annually. 3. A peer median cost of \$85.40 for peer agencies in FY 2017 was identified in Memo #1, and similarly escalated by the 4% annually. 2. Costs for subsequent time frames reflect assumed 3% annual cost increases.

Table 3, Page 6

Memo 6: Plan Phases & Funding Assumptions



Memo 6: Plan Phases & Funding Assumptions

Recommendations

- Existing funding sources (including STIF) provide a base to continue funding existing transit services and enhance future transit services (some existing funding resources are declining/not increasing to keep up with inflation)
- Recommendations included in the memo will require additional funding
- Starting in the mid-term timeframe, additional funding resources are assumed based on C2 funding scenario for illustrative purposes (0.02% property tax within incorporated areas only)
- Estimates can change quickly – CET should continually monitor funding environment and update future revenue forecast

Memo 6: Community Connector Service

1

**Overall Service
Needs**

2

**Summary of Service
Enhancements**

3

**Modifications to
Existing Services**

4

New Services

Memo 6: Community Connector Service

Summary of Service Enhancements

- Add **Saturday** service for the Community Connector system
- Enhance Community Connector service (**additional trips**) in the highest demand markets
- Modify Community Connector routes to provide **more direct** service
- Develop **enhanced regional transit stops and stations**, including mobility hubs
- Add **Shopping/Medical Shuttle** service (midday in select markets)
- Add service to selected **new markets**

Summary of Service Enhancements

Memo 6: Community Connector Service

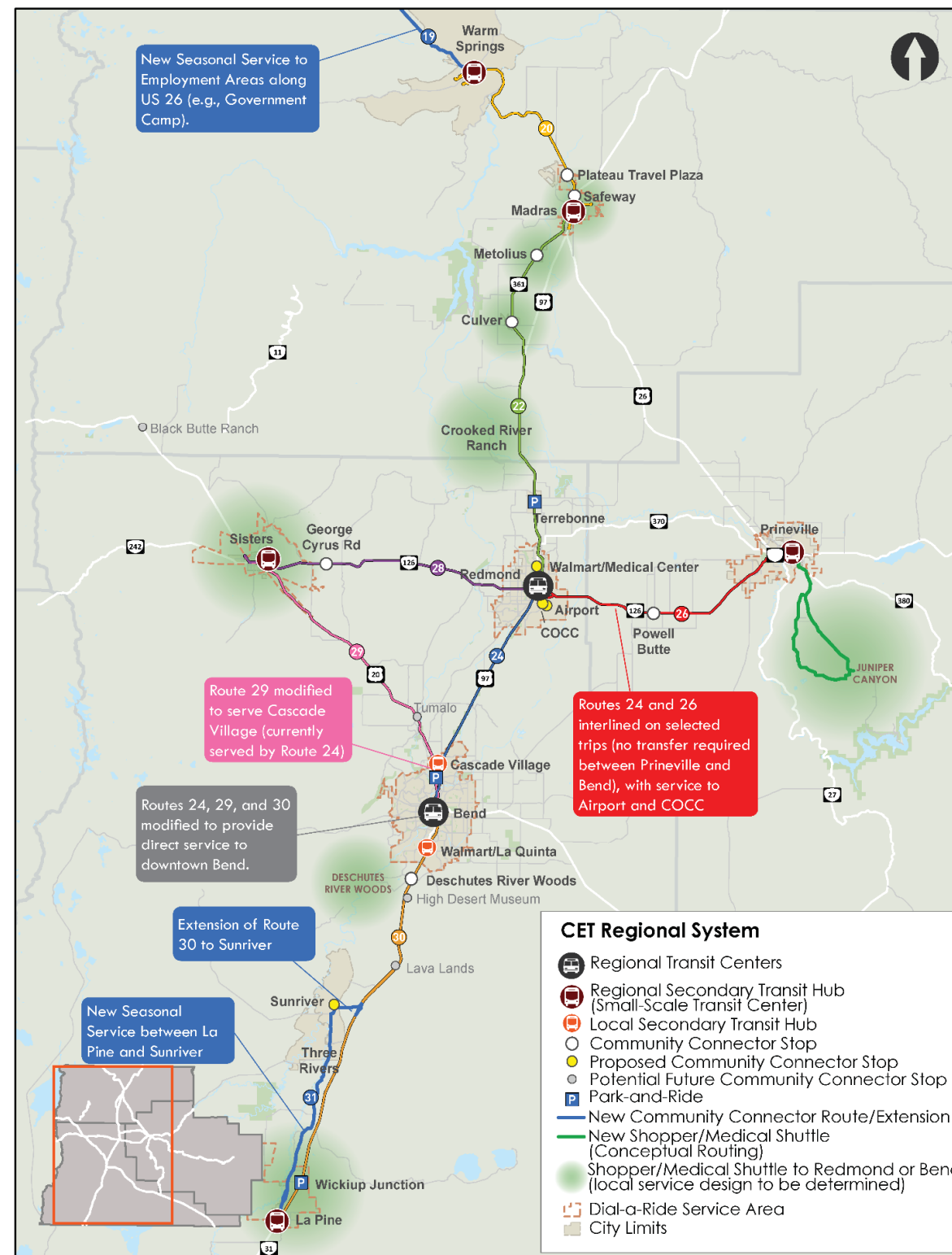


Figure 3, Page 14

Modifications to Existing Services

Route 20: Warm Springs-Madras

- Improved connection to Central Oregon Breeze (see Capital Plan)
- Add Saturday service
- Additional morning and evening trip (evening = higher priority)

Memo 6:
Community
Connector
Service

Modifications to Existing Services

Memo 6: Community Connector Service

Route 22: Madras-Redmond

- Add a stop in the vicinity of St. Charles Medical Center/Walmart in Redmond
- Add more frequent peak period trips and an evening trip
- Add midday service in the form of a shopping/medical shuttle trip
- Add additional local circulation (see Madras local service section below), to be provided by local Dial-A-Ride and/or the Community Connector vehicle
- Implement shopper/medical shuttle services to address midday service needs, and needs in smaller communities not served by Community Connector Routes, such as Crooked River Ranch,
- Add Saturday service

Memo 6: Community Connector Service

New Shopper/Medical Shuttle Services

- Demand-response with reservations, serves key destinations
- Could be implemented as midday service on existing routes:
 - Sisters – Bend
 - **Madras – Redmond (including Culver and Metolius)**
 - Prineville – Redmond (could include Juniper Canyon)
 - La Pine – Bend (could include a stop in Sunriver)
- The following shuttles could provide service in new markets:
 - **Crooked River Ranch**
 - Juniper Canyon
 - Deschutes River Woods
 - Warm Springs; Simnasho and other outlying communities



Local Service Enhancements

Madras

- Maintain existing Dial-A-Ride and the flex-route that operates as part of Route 20 (Warm Springs). Figure 27 illustrates the existing flex-route operated as part of Route 20, including the deviation area.
- Add additional flex-route trips, which may be operated by a Dial-A-Ride vehicle or the Route 22 Community Connector vehicle.
- Add a late morning/midday shopper medical shuttle to Redmond operating 2-3 days per week (as part of Route 22); this shuttle would also serve Metolius and Culver. Service could expand to 5 days per week based on demand.



Memo 6: Local Service in Smaller Communities

Figure 27, Page 51

Local Service Enhancements

Metolius and Culver

- Add a late morning/midday shopper medical shuttle to Madras and/or Redmond operating 2-3 days per week (as part of Route 22). Service could be expanded to 5 days per week based on demand.

Memo 6:
Local Service
in Smaller
Communities

Local Service Enhancements

Crooked River Ranch

- Add a late morning/midday shopper medical shuttle to Redmond operating 1-2 days per week

Memo 6:
Local Service
in Smaller
Communities

Memo 6: Recreational Services

Recreational Services

The locations identified as potential needs and opportunities to seek out or evaluate partnerships include:

- Sunriver (year-round)
- Black Butte Ranch (year-round)
- High Desert Museum (year-round to/from Bend and/or Sunriver)
- Lava Lands Visitor Center (seasonal to/from Bend and/or Sunriver)
- OSU Cascades (year-round)
- Smith Rock (summer)
- Popular Central Oregon sno-parks (winter)

Memo 6: Summary of Community Connector and Local Service

1

**Community
Connector**

2

Local Service

3

Finance Summary

4

**Fleet and Facility
Requirements**

Community Connector

Community Connector Service Plan Summary

Plan Phase	Existing/Near-Term	Short-Term	Mid-Term	Long-Term
Funding Level:	Existing + STIF FY19-21	STIF FY22-23, FY23-24	STIF+Additional Sources	STIF+Additional Sources
Route 20 Warm Springs - Madras	<ul style="list-style-type: none"> Maintain existing weekday service (6 daily trips) 	<ul style="list-style-type: none"> Add 1 additional trip, likely evening (7 daily trips) Add Saturday service (3 trips) Shopper/medical shuttle (1 day per week) 	<ul style="list-style-type: none"> Add 1 additional trip (evening and/or morning) 6 weekday and 3 Saturday trips Shopper/medical shuttle (2 days per week) 	<ul style="list-style-type: none"> 8 weekday and 3 Saturday trips Add Sunday service (3 trips) Shopper/medical shuttle (2 days per week)
Route "19" Warm Springs Employment Service	<ul style="list-style-type: none"> New Seasonal Service, Wed-Sun, 3 trips per day, 4 months per year 	<ul style="list-style-type: none"> Maintain seasonal service 	<ul style="list-style-type: none"> Maintain seasonal service 	<ul style="list-style-type: none"> 7 days per week, 3 daily trips
Route 22 Madras -Redmond	<ul style="list-style-type: none"> Add 1 peak trip (6.5 total) Add midday shopper/medical shuttle trip (5 days) Add 3 Saturday trips 	<ul style="list-style-type: none"> Add 1 peak trip 7 weekday, 3 Saturday trips Midday shopper/medical shuttle (5 days) 	<ul style="list-style-type: none"> Add 1 evening trip (8 weekday, 3 Saturday trips) Midday shopper/medical shuttle (5 days) 	<ul style="list-style-type: none"> 8 weekday, 3 Saturday trips Midday shopper/medical shuttle (5 days) Add Sunday service (3 trips)

Memo 6: Summary of Community Connector and Local Service

Community Connector

Community Connector Service Plan Summary

Plan Phase	Existing/Near-Term	Short-Term	Mid-Term	Long-Term
Funding Level:	Existing + STIF FY19-21	STIF FY22-23, FY23-24	STIF+Additional Sources	STIF+Additional Sources
Route 24 Redmond-Bend	<ul style="list-style-type: none"> Add 1 midday trip (10 total) Add 5 Saturday trips 	<ul style="list-style-type: none"> Add 1 midday trip (11 weekday, 5 Saturday trips) 	<ul style="list-style-type: none"> Add 1 midday and evening trip (13 weekday, 5 Saturday trips) 	<ul style="list-style-type: none"> 13 weekday, 5 Saturday trips Add Sunday service (5 trips)
Route "25" Crooked River Ranch - Redmond	<ul style="list-style-type: none"> New midday shopper/medical shuttle (1 day) 	<ul style="list-style-type: none"> Midday shopper/medical shuttle (1 day) 	<ul style="list-style-type: none"> Expand shopper/medical shuttle to 2 days per week 	<ul style="list-style-type: none"> Midday shopper/medical shuttle (2 days)
Route 26 Prineville-Redmond	<ul style="list-style-type: none"> Add 1 peak weekday trips, interline service with Route 24, serving Redmond Airport and COCC (7 total) Add midday shopper/medical shuttle trip (5 days) Add 3 Saturday trips 	<ul style="list-style-type: none"> Add 1 peak weekday trip (7 weekday, 3 Saturday trips) Midday shopper/medical shuttle (5 days) 	<ul style="list-style-type: none"> Add 1 evening trip (8 weekday, 3 Saturday trips) Midday shopper/medical shuttle (5 days) 	<ul style="list-style-type: none"> 8 weekday, 3 Saturday trips Midday shopper/medical shuttle (5 days) Add Sunday service (3 trips)

Memo 6: Summary of Community Connector and Local Service

Local Service

Local Service Plan Summary

Plan Phase	Existing/Near-Term	Short-Term	Mid-Term	Long-Term
Funding Level:	Existing+ STIF FY19-21	STIF FY22-23, FY23-24	STIF+Additional Sources	STIF+Additional Sources
Madras	Dial-A-Ride <ul style="list-style-type: none"> 7:30 am – 5:30 pm Flex-Route as part of Route 20	Dial-A-Ride/Flex-Route <ul style="list-style-type: none"> 7:30 am – 5:30 pm Early evening and Saturday limited circulation as part of Route 20/22 flex-routes	Dial-A-Ride/Flex-Route <ul style="list-style-type: none"> 7:30 am – 5:30 pm Early evening and Saturday limited circulation as part of Route 20/22 flex-routes	Dial-A-Ride/Flex-Route <ul style="list-style-type: none"> 7:30 am – 5:30 pm Early evening, Saturday, and Sunday limited circulation as part of Route 20/22 flex-routes
Warm Springs	Flex-Route (part of Route 20) <ul style="list-style-type: none"> 6 am – 7 pm (6 trips) Add flex-route as part of 3 Saturday Route 20 trips	Flex-Route (part of Route 20) <ul style="list-style-type: none"> 6 am – 7 pm (6 trips) 3 Saturday Route 20 flex-route trips	Flex-Route (part of Route 20) <ul style="list-style-type: none"> 6 am – 7 pm (6 trips) 3 Saturday Route 20 flex-route trip	Flex-Route (part of Route 20) <ul style="list-style-type: none"> 6 am – 7 pm (6 trips) 3 Saturday and Sunday Route 20 flex-route trip

Memo 6: Summary of Community Connector and Local Service

Finance Summary

Summary of Costs and Funding by Plan Time Frame

Phase Name	Existing	Near-Term	Short-Term	Mid-Term	Long-Term	% Change (Existing to Mid-Term)
Plan Years	2019-2020	2020-2021	2022-2025	2026-2030	2031-2040	
Representative Year	2019-2020	2020-2021	2024-2025	2029-2030	2039-2040	
Service Costs – Existing/Maintain	\$6,431,000	\$6,984,000	\$8,673,000	\$11,298,000	\$18,856,000	76%
Service Costs - Enhancements	\$0	\$1,711,000	\$2,355,000	\$11,182,000	\$25,315,000	-
Service Costs - Total	\$6,431,000	\$8,695,000	\$11,028,000	\$22,480,000	\$44,171,000	250%
Capital/Match Req't (Average)		\$504,000	\$545,000	\$602,000	\$734,000	
Existing + STIF Funding Only	\$6,456,000	\$9,890,000	\$11,000,000	\$12,500,000	\$16,000,000	94%
STIF Carryover		\$756,000				
Funding Surplus (Deficit)¹	\$25,000	\$691,000	(\$573,000)	(\$10,582,000)	(\$28,905,000)	
Existing + STIF + 0.02% Property Tax (incorporated areas)	\$6,456,000	\$9,890,000	\$11,000,000	\$17,900,000	\$24,800,000	177%
STIF Carryover		\$756,000				
Funding Surplus (Deficity)	\$25,000	\$691,000	(\$573,000)	(\$5,182,000)	(\$20,105,000)	

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Note: Existing and Near-Term include funds available through STIF funding in the FY 2019-21 timeframe that will be used for services that CET has not yet started operating.

Memo 6:
Summary of
Community
Connector
and Local
Service

Finance Summary

Costs and Funding by Service Type and Area

Phase Name	Existing / Near-Term	Near-Term	Short-Term	Mid-Term	Long-Term	% Change (Exist. to Mid-Term)
Plan Years	2019-2020	2020-2021	2022-2025	2026-2030	2031-2040	
Representative Year	2019-2020	2020-2021	2024-2025	2029-2030	2039-2040	
Total Service Cost	\$6,432,000	\$8,695,000	\$11,028,000	\$22,480,000	\$44,171,000	
Existing + STIF Funding	\$6,456,000	\$9,890,000	\$11,000,000	\$12,500,000	\$16,000,000	
By Service Type						
Community Connector	\$1,338,000	\$2,351,000	\$3,089,000	\$4,802,000	\$9,336,000	259%
Fixed-Route	\$2,290,000	\$3,298,000	\$4,164,000	\$11,702,000	\$22,207,000	411%
Dial-A-Ride (All Communities)	\$2,804,000	\$3,046,000	\$3,775,000	\$5,976,000	\$12,628,000	113%
Community Connector						
Warm Springs - Madras: CC	\$229,000	\$273,000	\$392,000	\$575,000	\$1,023,000	151%
Madras - Redmond: CC	\$233,000	\$422,000	\$525,000	\$837,000	\$1,471,000	259%
Redmond - Bend: CC	\$342,000	\$493,000	\$664,000	\$928,000	\$1,659,000	171%
Prineville - Redmond: CC	\$164,000	\$416,000	\$517,000	\$810,000	\$1,415,000	394%
Sisters - Redmond: CC	\$91,000	\$125,000	\$155,000	\$201,000	\$335,000	121%
Sisters - Bend: CC	\$106,000	\$165,000	\$246,000	\$344,000	\$637,000	225%
La Pine - Bend: CC	\$174,000	\$285,000	\$357,000	\$460,000	\$861,000	164%
Warm Springs / Employment Areas: CC	\$0	\$79,000	\$99,000	\$367,000	\$859,000	-
La Pine - Sunriver: CC	\$0	\$75,000	\$93,000	\$121,000	\$809,000	-
Crooked River Ranch - Redmond: CC	\$0	\$16,000	\$20,000	\$53,000	\$89,000	-
Deschutes River Woods - Bend: CC	\$0	\$0	\$0	\$53,000	\$89,000	-

Memo 6:
Summary of
Community
Connector
and Local
Service

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Finance Summary

Costs and Funding by Service Type and Area

Memo 6: Summary of Community Connector and Local Service

Phase Name	Existing / Near-Term	Near-Term	Short-Term	Mid-Term	Long-Term	% Change (Exist. to Mid-Term)
Plan Years	2019-2020	2020-2021	2022-2025	2026-2030	2031-2040	
Representative Year	2019-2020	2020-2021	2024-2025	2029-2030	2039-2040	
Total Service Cost	\$6,432,000	\$8,695,000	\$11,028,000	\$22,480,000	\$44,171,000	
Existing + STIF Funding	\$6,456,000	\$9,890,000	\$11,000,000	\$12,500,000	\$16,000,000	
Bend Local Service						
Bend: Fixed-Route	\$2,290,000	\$2,901,000	\$3,795,000	\$9,629,000	\$17,390,000	320%
Bend: Dial-A-Ride (Including microtransit)	\$1,141,000	\$1,226,000	\$1,528,000	\$3,445,000	\$5,929,000	202%
Non-Bend Local Service						
Redmond: Fixed-Route and/or Dial-A-Ride	\$912,000	\$1,381,000	\$1,583,000	\$3,260,000	\$7,128,000	257%
La Pine: Dial-A-Ride and/or Flex-Route	\$272,000	\$293,000	\$362,000	\$471,000	\$1,566,000	73%
Sisters: Dial-A-Ride and/or Flex-Route	\$14,000	\$30,000	\$37,000	\$48,000	\$80,000	243%
Madras: Dial-A-Ride and/or Flex-Route	\$227,000	\$257,000	\$317,000	\$412,000	\$1,370,000	81%
Prineville: Dial-A-Ride and/or Flex-Route	\$238,000	\$257,000	\$317,000	\$412,000	\$1,370,000	73%
Costs By Day of Week						
Weekday	\$6,018,000	\$7,724,000	\$9,938,000	\$20,001,000	\$37,028,000	232%
Saturday	\$318,000	\$788,000	\$862,000	\$1,943,000	\$3,238,000	511%
Sunday	\$95,000	\$104,000	\$129,000	\$169,000	\$3,047,000	78%

Table 16, Page 58

Finance Summary

Costs and Funding by Qualified Entity, Existing Through Short-Term

Memo 6: Summary of Community Connector and Local Service

Phase Name	Jefferson County		
	Existing	Short-Term	Mid-Term
Plan Years	2019-2020	2022-2025	2026-2030
Representative Year	2019-2020	2024-2025	2029-2030
Service Cost	\$557,000	\$1,059,000	\$1,585,000
STIF Funding Only	N/A	\$321,000	\$409,000
By Service Type			
Community Connector	\$330,000	\$742,000	\$1,173,000
Fixed-Route	\$0	\$0	\$0
Dial-A-Ride (All)	\$227,000	\$317,000	\$412,000
Community Connector			
Warm Springs - Madras	\$76,000	\$129,000	\$190,000
Madras - Redmond	\$156,000	\$363,000	\$575,000
Redmond - Bend	\$0	\$0	\$0
Prineville - Redmond	\$98,000	\$250,000	\$408,000
Sisters - Redmond	\$0	\$0	\$0
Sisters - Bend	\$0	\$0	\$0
La Pine - Bend	\$0	\$0	\$0
Warm Springs / Employment Areas	\$0	\$0	\$0
La Pine - Sunriver	\$0	\$0	\$0
Crooked River Ranch - Redmond	\$0	\$0	\$0
Deschutes River Woods - Bend	\$0	\$0	\$0
Bend Local Service			
Bend: Fixed-Route	\$0	\$0	\$0
Bend: Dial-A-Ride	\$0	\$0	\$0
Non-Bend Local Service			
Redmond: Fixed-Route / DAR	\$0	\$0	\$0
La Pine: DAR / Flex-Route	\$0	\$0	\$0
Sisters: DAR / Flex-Route	\$0	\$0	\$0
Madras: DAR / Flex-Route	\$227,000	\$317,000	\$412,000
Prineville: DAR / Flex-Route	\$0	\$0	\$0

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Fleet and Facility Requirements

Fleet Requirements

Vehicles Required	Total Buses by Time Period				Incremental Buses by Time Period (vs. previous time period)		
	Existing	Short-Term	Mid-Term	Long-Term	Short-Term	Mid-Term	Long-Term
By Community or Connection	26	36	51	55	10	15	4
Bend	13	16	27	27	3	12	0
Redmond	4	5	8	9	1	4	1
Redmond - Bend	1	2	2	2	1	0	0
La Pine	1	1	1	2	0	0	1
La Pine - Bend	1	1	1	1	0	0	0
La Pine - Sunriver	0	1	1	1	1	0	0
Sisters	0	0	0	0	0	0	0
Sisters - Redmond	1	1	1	1	0	0	0
Sisters - Bend	1	1	1	1	0	0	0
Madras	1	1	1	2	0	0	1
Madras - Redmond	1	2	2	2	1	0	0
Prineville	1	1	1	2	0	0	1
Prineville - Redmond	1	2	2	2	1	0	0
Warm Springs (incl in WS - Madras)	0	0	0	0	0	0	0
Warm Springs - Madras	1	1	1	1	0	0	0
Warm Springs / Employment Areas	0	1	1	1	1	0	0
Crooked River Ranch - Redmond	0	1	1	1	1	0	0

Memo 6:
Summary of
Community
Connector
and Local
Service

Table 21, Page 65



Memo 6: Summary of Community Connector and Local Service

- Do you have comments on the summary of recommended Community Connector and local services?
- 

Memo 7: Transit Vehicles

- When replacing existing and purchasing new vehicles, CET should consider the following amenities:
 - Low-floor vehicles for routes with high levels of wheelchair boardings and improved wheelchair equipment
 - Alternative fuel propulsion (energy efficient buses)
 - Enhanced communication equipment (e.g. bus radios)
 - Wifi equipped
 - Real-time arrival displays on buses

Memo 7: Transit Facilities

1

Transit Stops

2

**Transit Centers &
Mobility Hubs**

3

Park and Rides

4

**Maintenance
Centers**

Transit Stops

2040 TMP Transit Stops Cost Estimate

Service	Existing Transit Stops (\$1K/stop)	New Transit Stops (\$15K/stop)
Bend Fixed-Route	253	98
Community Connector	31	26
Redmond Fixed-Route	-	100
Madras Flex-Route	-	10
Prineville Flex-Route	-	10
Base Average Annual Cost		\$197K
Inflated Average Annual Cost		\$252K
Base Annual Average Cash Match (15%)		\$30K
Inflated Annual Average Cash Match (15%)		\$38K

Memo 7:
Transit
Facilities

Table 7, Page 9

Memo 7: Transit Facilities

Transit Stops

- Transit stop investments should also incorporate the following amenities where appropriate:
 - Real-time arrival displays on shelters
 - Improved maps
 - Improved signage
 - Visitor kiosks
 - Crossing and safety improvements
- Low stress active transportation networks are critical to providing access to public transportation services.
 - Improving walking and biking routes along and cross roadways around bus stops makes it safer and more comfortable to access transit.
 - CET should coordinate with local partners to prioritize and improve the pedestrian and bicycle access on these routes.

Memo 7: Transit Facilities

Type	Example Locations	Context (Transit and Land Use)	Mobility Services	Technology Features
Transit Center (Large-Scale)	<ul style="list-style-type: none"> ▶ Bend Hawthorne Station (or future replacement on eastside or South Downtown); ▶ Redmond Transit Center 	<ul style="list-style-type: none"> ▶ Central transit hub with multiple local and Community Connector routes 	<ul style="list-style-type: none"> ▶ Context-sensitive park-and-ride ▶ Drop-off area ▶ Car sharing ▶ Micromobility ▶ Short-term and long-term/secure bike parking 	<ul style="list-style-type: none"> ▶ Real-time information ▶ Off-board fare payment
Secondary Transit Hub (Bend)	<ul style="list-style-type: none"> ▶ Cascade Village (North) ▶ Walmart (South) ▶ OSU (West) ▶ St. Charles (East) ▶ Hawthorne Station (if Transit Center is relocated) ▶ South Downtown/Old Mill (vicinity of Colorado-/Arizona) ▶ North Downtown (vicinity of Newport & Wall/Bond) 	<ul style="list-style-type: none"> ▶ Major activity center with 2+ connecting routes ▶ Potential Community Connector stop 	<ul style="list-style-type: none"> ▶ Context-sensitive park-and-ride ▶ Drop-off area ▶ Car sharing ▶ Micromobility ▶ Short-term and long-term/secure bike parking 	<ul style="list-style-type: none"> ▶ Real-time information ▶ Off-board fare payment
Secondary Hub / Small-Scale Transit Center (Regional)	<ul style="list-style-type: none"> ▶ Sisters (northwest of downtown) ▶ Madras ▶ Metolius ▶ Culver ▶ Warm Springs ▶ Prineville (near Thriftway or Rays) 			
Major Activity Center	<ul style="list-style-type: none"> ▶ North Downtown Bend (vicinity of Newport/Hawthorne) ▶ COCC ▶ Forum Shopping Center ▶ Major employment areas 	<ul style="list-style-type: none"> ▶ High ridership stop 	<ul style="list-style-type: none"> ▶ Micromobility 	<ul style="list-style-type: none"> ▶ Real-time information ▶ Off-board fare payment
Local Neighborhood	<ul style="list-style-type: none"> ▶ Local route terminus ▶ Neighborhood stop (fixed-route or deviated route) 	<ul style="list-style-type: none"> ▶ Low-to-medium density residential land uses ▶ Can be employed with micromobility where urban form limits transit access 	<ul style="list-style-type: none"> ▶ Drop-off area ▶ Micromobility 	<ul style="list-style-type: none"> ▶ Real-time information
Local stops	<ul style="list-style-type: none"> ▶ Typical stop 		<ul style="list-style-type: none"> ▶ Bike parking 	
Park-and-ride lots (major or minor)	<ul style="list-style-type: none"> ▶ ODOT P&R ▶ Mt. Bachelor 	<ul style="list-style-type: none"> ▶ City edge for unstructured parking ▶ Structured parking opportunities in central city, dense mixed use development areas 	<ul style="list-style-type: none"> ▶ Micromobility ▶ Bike parking ▶ Drop off area 	<ul style="list-style-type: none"> ▶ Real-time information

Transit Centers/Mobility Hubs

Memo 7: Transit Facilities

- The Needs Analysis (Memo 4) identified the need for new transit centers in the following cities:
 - Madras (small scale)
 - Culver (may be more similar to a major activity in scale)
 - Metolius (may be more similar to a major activity in scale)
- This is estimated to cost approximately \$1 million each



Memo 7: Transit Facilities

- Do you have comments on the recommended transit facilities?
- 

Strategies for Transit- Supportive Land Use

Developing effective strategies for implementation of transit-supportive land use involves the following steps:

- 1. Propose potential strategies (Memo 5). ✓*
- 2. Assess these strategies through Project Management Team (PMT), TAC, and Steering Committee review. ✓*
- 3. As needed following team and committee review, consult existing jurisdictions' development codes to assess the need for potential strategies. **(NEXT STEP)***
- 4. Refine the strategies into draft and then final adoption-ready code language as part of the 2040 CET TMP draft and final documents.*

Next Step: Angelo Planning Group will work with local agencies to turn recommended strategies into “adoption ready” implementation language to be included in the 2040 CET TMP and to be considered for adoption by each jurisdiction following adoption of the TMP.

Memo 5 - Proposed Transit- Supportive Strategies

TOD Strategy	Redmond	Prineville	Madras	Warm Springs	Sisters	La Pine	Crook, Deschutes, & Jefferson Counties
Coordination							
Coordination with Transit Provider	<i>Recommended</i>						
Transit Stop Improvements							
Uses							
Accessory Dwelling Units	<i>Optional</i>						
Mixed Use							
Major Trip Generator Uses							
Limit Auto-Oriented Uses	<i>Recommended</i>	<i>Optional</i>					
Limit Drive-Throughs							
Development Standards							
Residential Density	<i>Optional</i>						
Min. FAR or Lot Coverage							
Max. Front Yard Setbacks	<i>Recommended</i>	<i>Recommended</i>	<i>Recommended [no min setback]</i>	<i>Optional</i>			
Pedestrian Space in Front Setback		<i>[max. setback or no min. setback]</i>	<i>Optional</i>				
Pedestrian Orientation (Basic)		<i>Recommended</i>					
Pedestrian Orientation (Enhanced)	<i>Recommended</i>	<i>Optional</i>					
Add. Height for Housing	<i>Optional</i>						
Access							
Block Length	<i>Recommended</i>	<i>Optional</i>					
Accessways Through Long Blocks							
Parking							
No Vehicle Parking/Circulation in Front Setback	<i>Recommended</i>			<i>Optional</i>			
Parking Maximums	<i>Optional</i>						
Parking Reductions for Transit	<i>Recommended</i>		<i>Optional</i>				
Landscaping in Parking Lots				<i>Recommended</i>		<i>Optional</i>	
Preferential Parking for Ridesharing				<i>Recommended</i>			
Bicycle Parking							
Transit-Related Uses in Parking Lots	<i>Recommended</i>						

Preliminary Recommendations

Jefferson County

- require coordination between counties and CET for development application review and to provide transit stop improvements
- explicitly allow transit-related uses (e.g., park-and-rides or mobility hubs) in parking lots

Madras

- require coordination between Madras and CET for development application review and to provide transit stop improvements
- enhance development standards to include building entrances oriented toward transit stops; connections between buildings and transit stops; and no minimum front building setbacks, no parking in front setbacks, and possible pedestrian amenities in front setbacks adjacent to transit stops
- add parking-related requirements such as landscaping in and around parking lots; preferential parking spaces for ridesharing; bike parking spaces (particularly in conjunction with transit stops and centers); and allowing transit-related uses (e.g., park-and-rides or small transit centers) in parking lots

Next Steps

Meetings

- **Local TAC Meetings**
(January – February 10th, 2020)
- **Online Open House**
(January 29th – February 17th, 2020)
- **Steering Committee**
(March 11th, 2020)

Next Memos

- Implementation Plan
- Draft Transit Development Plan
- Local Agency Briefings – Summer 2020
- Final Steering Committee Meeting – Summer 2020
- COIC Board and Local Adoption – Fall 2020

Adjourn