

# CET 2040 Transit Master Plan

TAC Meeting #2 – La Pine

(Local TAC Meetings)

March 11<sup>th</sup>, 2019

# Meeting Purpose and Desired Outcomes

## Meeting Purpose

Welcome the TAC members  
Update TAC members on project status and schedule  
Review short-term projects and priorities for near-term implementation

- Memo 3 – Short-Term Implementation Strategy Memo

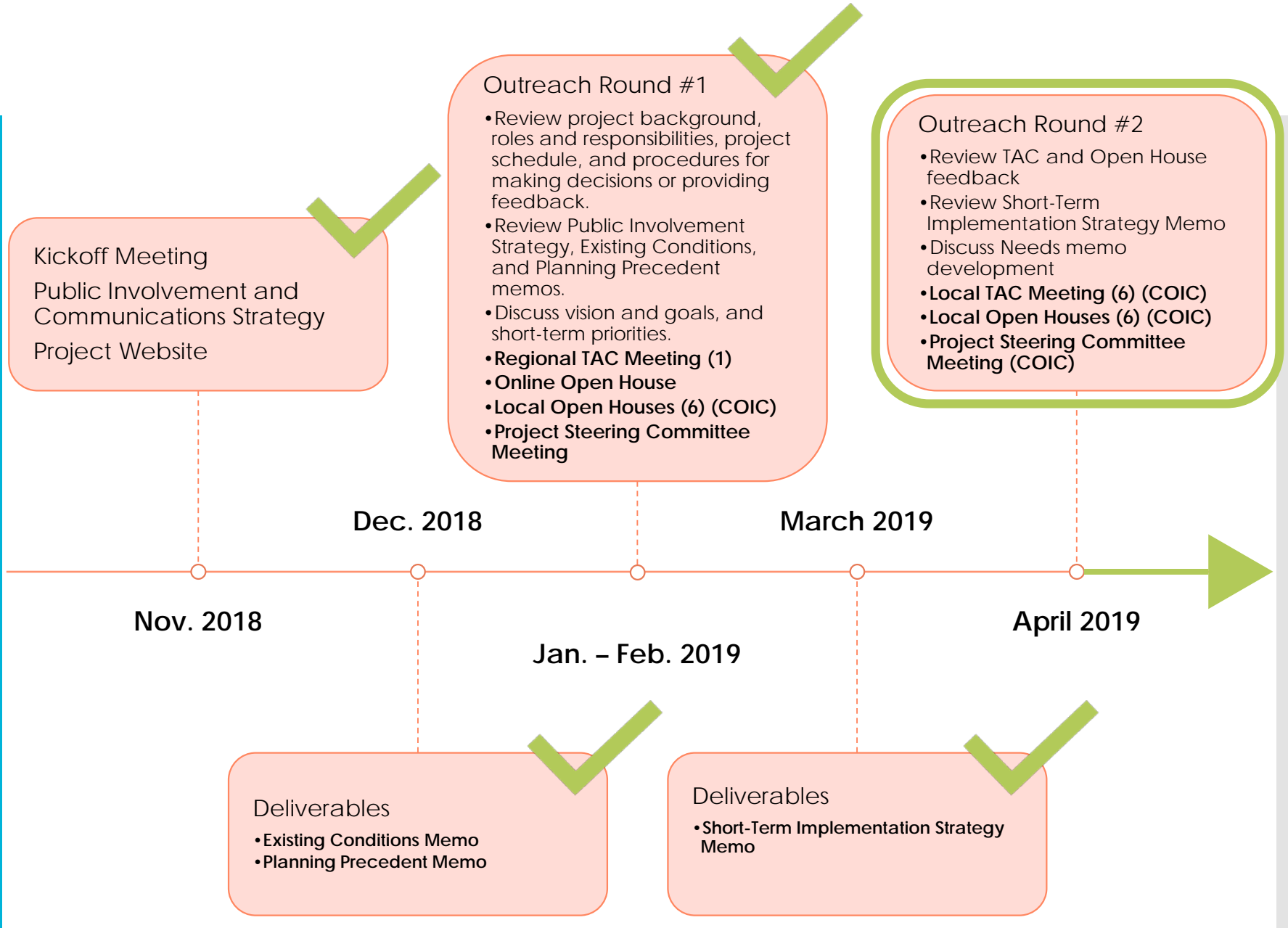
## Desired Outcomes

TAC member understanding of approach to developing the short-term implementation strategy  
Feedback from TAC on near/short-term projects and priorities  
Project team understands TAC member priorities for near-term project implementation

# Meeting Agenda

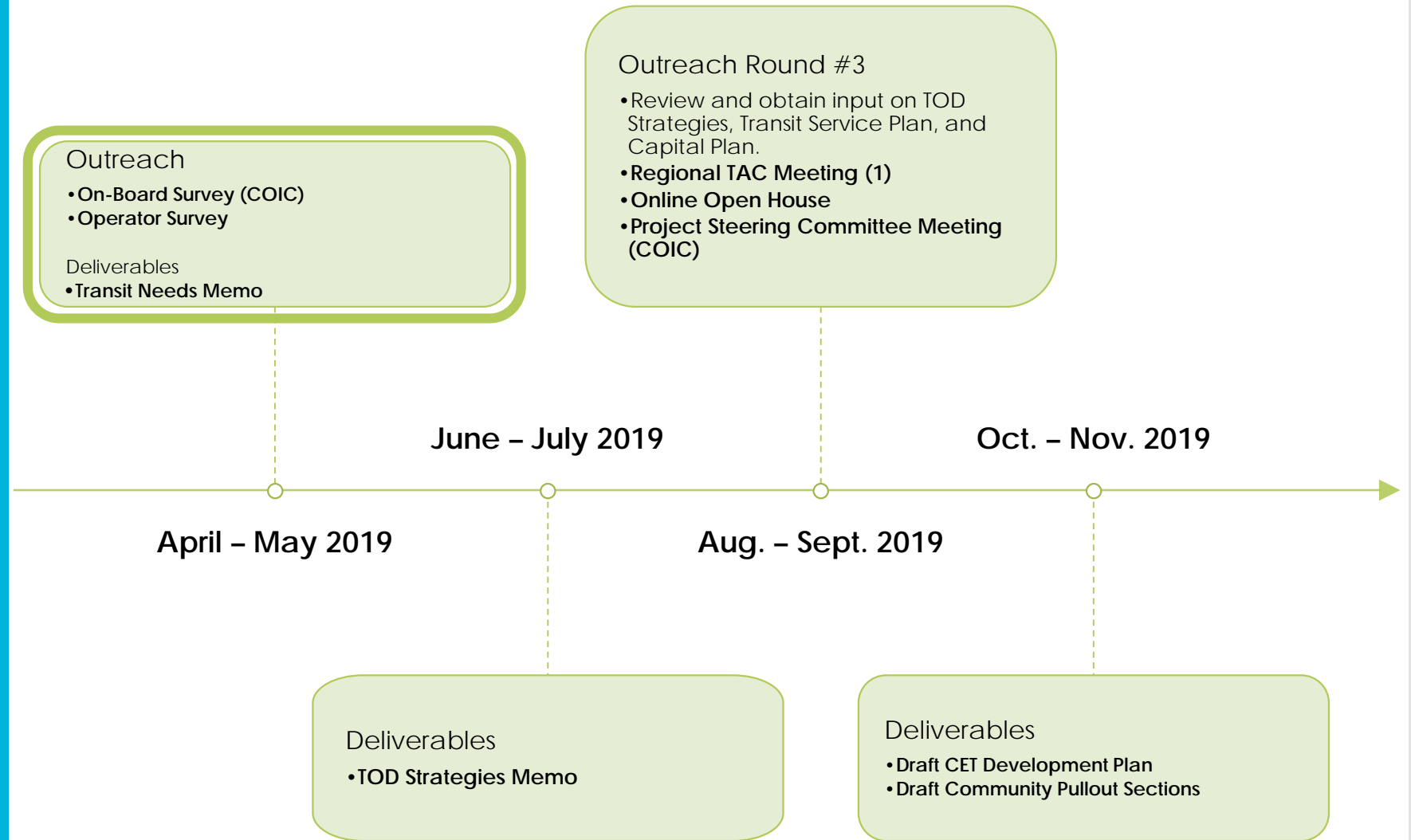
TIME	SUBJECT	LEAD PRESENTER	GUIDANCE REQUESTED
2:00	Welcome and Introductions	Andrea Breault COIC	
2:10	Project Status and Schedule	Andrea	Confirm Understanding, Questions for Clarification
2:25	Short-Term Projects and Priorities (Memo 3)	Oren Eshel Nelson Nygaard	Memo 3 – Short-Term Implementation Strategy  - Are there other projects in past plans that should be considered for the near-term (next 1-2 years)? - How should these projects be prioritized? - Are there other projects that should be considered for the short-term (3-5 years)?
3:25	Next Steps/Adjourn	Andrea	

# Project Status and Schedule (Month 1-6)



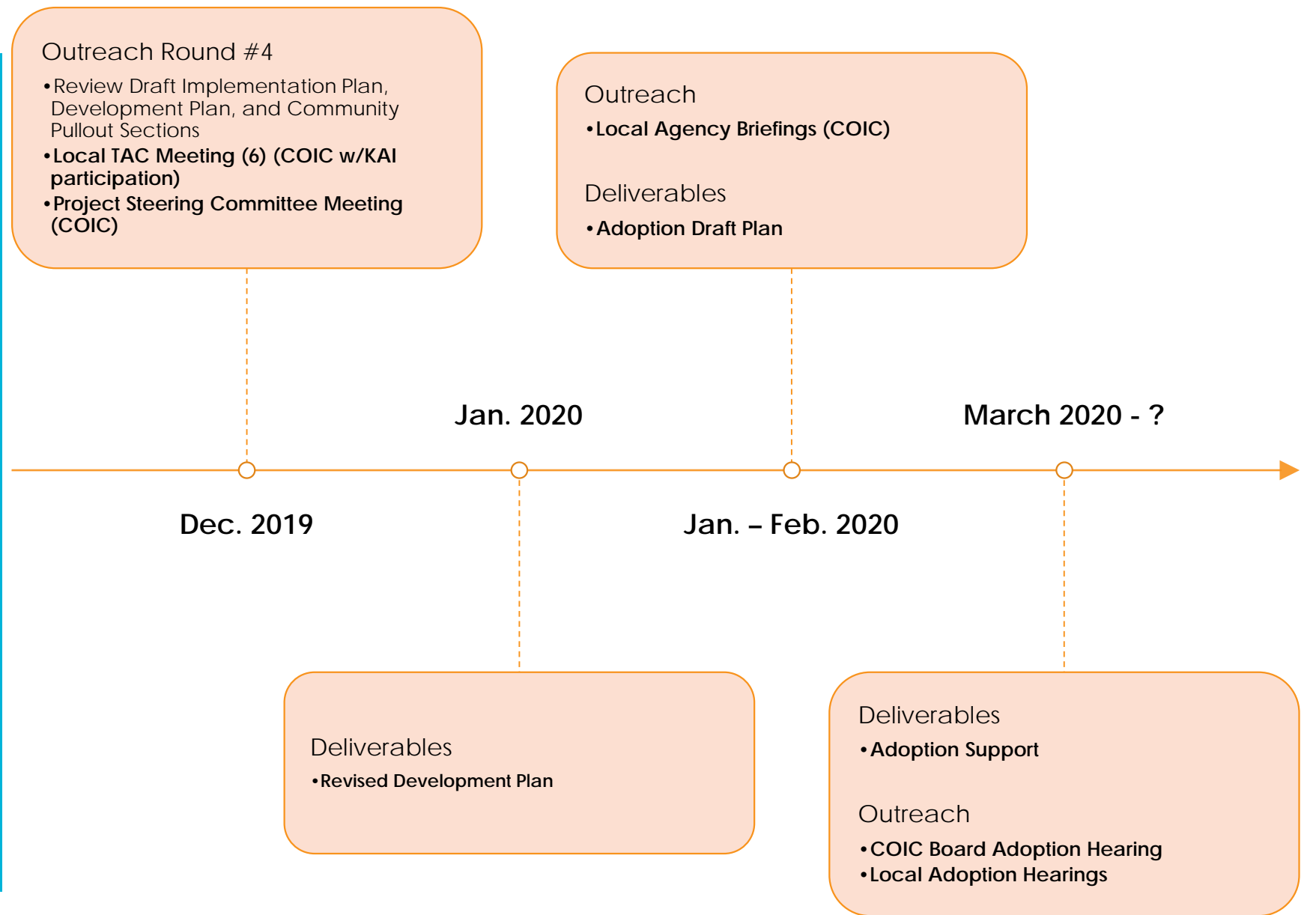
# Project Status and Schedule

(Month 7-13)



# Project Status and Schedule

(Month 14-17+)



# Memo 3



## Memo 3 – Short-Term Implementation Strategy

- Introduction
- Project Sources and Prioritization Criteria
- Evaluation of Potential Projects
- Detailed List of Project Components (Tasks)

# Memo 3: Introduction

## Potential Short-Term Projects

- Identifies projects prioritized in past plans and additional public priorities established in outreach efforts.

## Project Screening & Prioritization

- Defines a methodology for screening and re-prioritizing potential projects for the Qualified Entities' (QE's) STIF plans.

## Recommendations for STIF Committee

- Provides preliminary short-term opportunity recommendations for consideration by the STIF Advisory Committee for each QE. STIF Advisory Committee to rank projects within 100% and 130% project lists.



# Memo 3: Project Sources and Prioritization Criteria

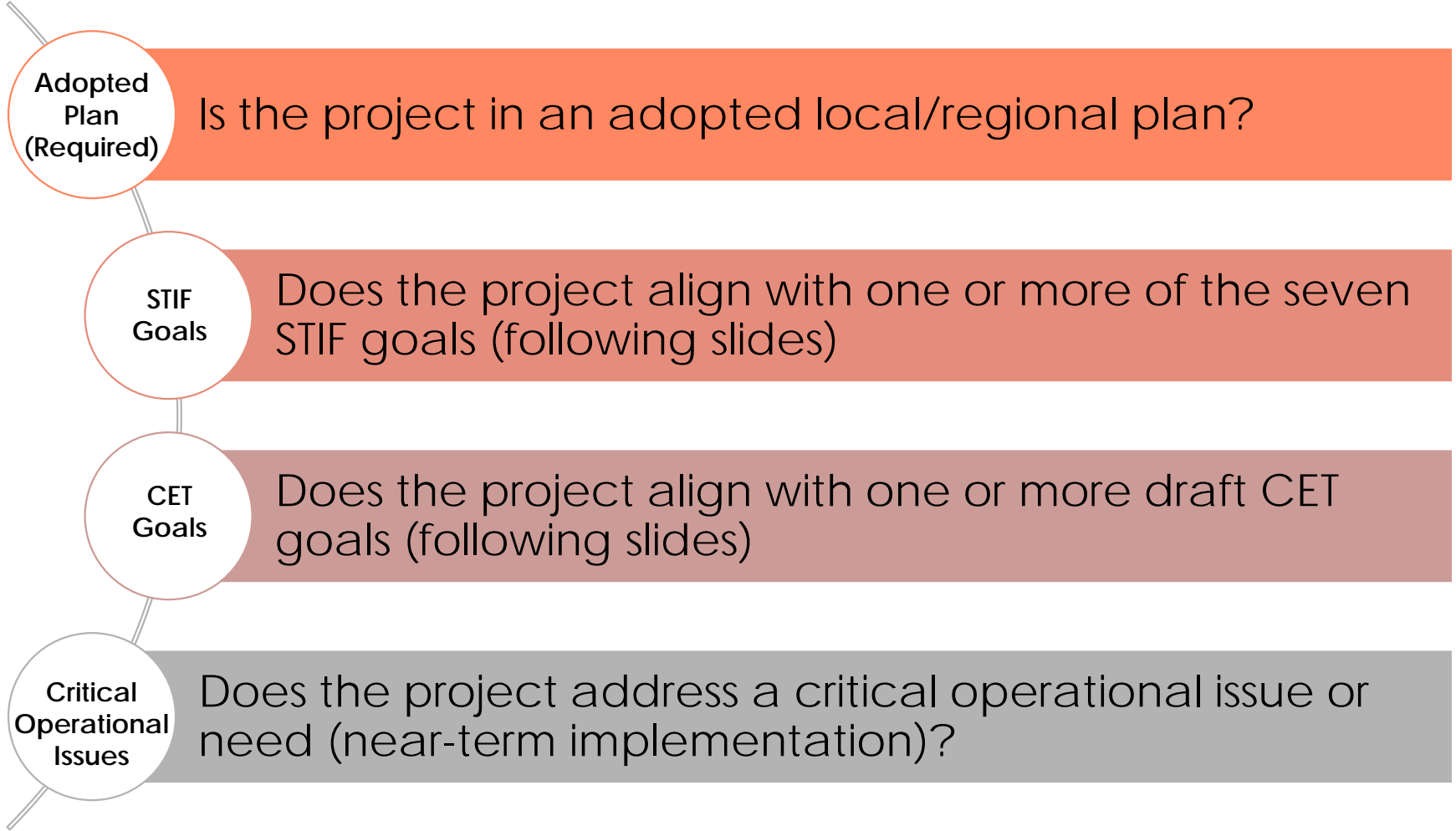
## Sources of Potential Projects

Identified based on Memo 2 (Planning Precedents) and other sources:

- Central Oregon Regional Transit Master Plan (2013)
- CET Rural Expansion Plan (2016)
- Bend MPO Public Transit Plan (2013)
- Central Oregon Coordinated Human Services Transportation Plan (2018)
- Local Transportation System Plans or Transit Plans
- Public outreach conducted for CET 2040 Transit Master Plan
- Critical operational issues identified in Memo 1 (Existing Conditions) and/or by CET staff

# Memo 3: Project Sources and Prioritization Criteria

## Screening Questions & Criteria



# Memo 3: Project Sources and Prioritization Criteria

## STIF Goals

### Criterion 1

- Increased frequency of bus service to areas with a high percentage of Low-Income Households.

### Criterion 2

- Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.

### Criterion 3

- Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.

### Criterion 4

- Procurement of low or no emission buses for use in areas with 200,000 or more. [Irrelevant to CET]

### Criterion 5

- The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.

### Criterion 6

- Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.

### Criterion 7

- Implementation of programs to provide student transit service for students in grades 9-12.

# Memo 3: Project Sources and Prioritization Criteria

## CET Goals (Draft)

### Goal 1

- Develop and maintain a public transit system that is well integrated with local communities, planning documents, and partner agencies.

### Goal 2

- Provide convenient and attractive public transit choices for users throughout Central Oregon both within and between communities.

### Goal 3

- Make riding easy and comfortable with improved stop amenities and information about how to ride readily available to residents, employees, and visitors.

### Goal 4

- Enhance transit options to provide a time and cost competitive alternative to traveling by automobile and increase transit ridership while reducing automobile dependency.

### Goal 5

- Evaluate emerging technologies and transit service models and how they might be used to support transportation options in Central Oregon.

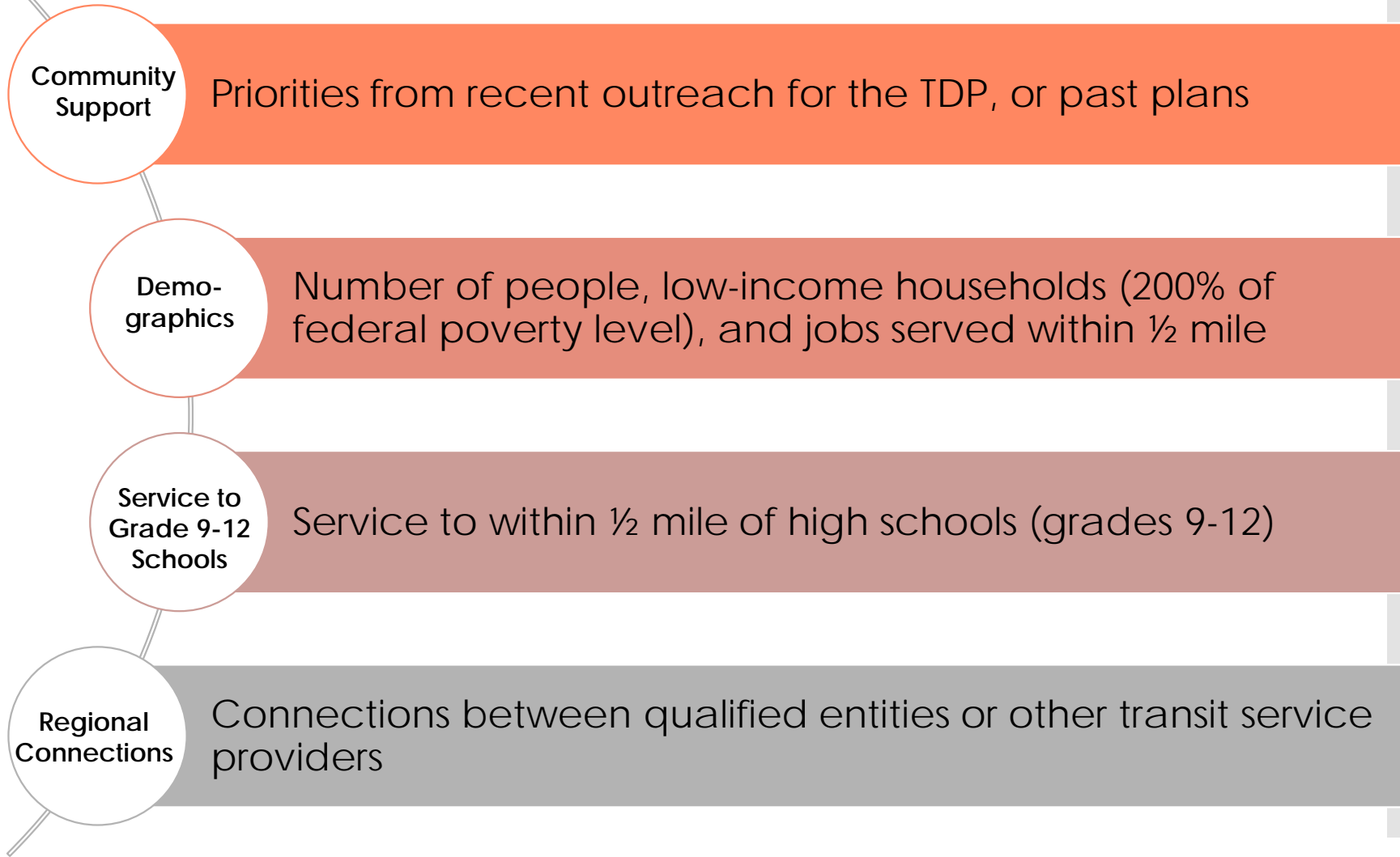
# Memo 3: Project Sources and Prioritization Criteria

## Implementation Time Frames

- ***Near-term (FY 2019-2021):***
  - Project is in an adopted plan (STIF requirement)
  - Project is reasonably well defined
- ***Short-term (FY 2022-2023):***
  - Project is not in an adopted plan (not eligible for STIF funding until after TDP adoption)
  - Project requires additional definition

# Memo 3: Project Evaluation and Prioritization

## Evaluation criteria to support prioritization



# Memo 3: Evaluation of Potential Projects

## Public Input for Short-Term Implementation

- 237 participants during online open house (Jan-Feb 2019)
  - 19 Crook County residents
  - 121 Deschutes County residents
  - 14 Jefferson County residents
  - 83 unspecified residents
- Key takeaways:
  - **Systemwide:** Real-time information, reliability, customer information
  - **Community Connector:** More frequent, longer service hours, and Saturday service. Highest need on Redmond-Bend route.
  - **Bend Local System:** More frequent service, additional routes, longer weekday hours
  - **Local Transit in Smaller Cities:** additional input needed to define local priorities

# Memo 3: Evaluation of Potential Projects

## Public Input for Short-Term Implementation

Service Priorities and Needs	Overall Assessment (237)	Assessment of Relative Priority by Geography			
		Crook County (19)	Deschutes County (121)	Jefferson County (14)	Unspecified County (83)
<b>Bend Service Priorities</b>					
More frequent routes	High	High	High	Medium	High
Additional service routes	Medium	Low	High	Low	Low
Additional service days	Low	Medium	Low	Medium	Low
Extended weekday hours	Medium	High	Medium	High	Medium
Extended Saturday hours	Low	Medium	Low	High	High
<b>Community Connector/Other Rural Local Service Priorities</b>					
More frequent routes	High	Low	High	Low	High
Additional service days	Medium	Medium	Medium	Low	Medium
Extended hours	Medium	Medium	High	High	Low
Rural Local City Circulators	High	High	High	Medium	High
<b>Rider Experience Priorities</b>					
Access to transit	Low	Medium	Low	Medium	Low
Shelters & bus stops	Medium	Medium	Medium	High	Medium
Technology	Medium	High	Medium	Medium	Low
Customer service/reliability	Medium	High	Low	High	High
<b>Coverage Needs</b>					
Better service in Bend	High	Low	High	Low	Medium
More Community Connector service	High	Medium	Medium	Medium	High
Expanded local services	Medium	High	Medium	High	Low
More connections outside Central Oregon	Low	Low	Low	Medium	Low



# Memo 3: Evaluation of Potential Projects

## Public Input for Short-Term Implementation

Service Priorities and Needs	Overall Assessment (237)	Assessment of Relative Priority by Geography			
		Crook County (19)	Deschutes County (121)	Jefferson County (14)	Unspecified County (83)
<b>Bend Service Needs   Service Frequency</b>					
South 3 <sup>rd</sup> Street	High	Low	High	Low	High
Brookwood	Low	Low	Medium	Low	Low
Newport Ave	Medium	High	Low	Low	High
North 3 <sup>rd</sup> Street	High	Low	High	Medium	High
Wells Acres	Medium	Medium	Medium	Low	Medium
Reed Market	Medium	Medium	Medium	High	Medium
Greenwood Ave	High	High	High	High	High
Colorado	Low	High	Low	Medium	Low
Galveston/14 <sup>th</sup>	Low	Low	Low	Medium	Low
<b>Bend Service Needs   New Service</b>					
Northwest Bend	Low	Medium	Low	Medium	Low
Northeast Bend	High	High	High	Low	High
Southwest Bend	Low	Low	Medium	Low	Low
Southeast Bend	High	Medium	High	Low	Low
Downtown Core	Medium	Medium	Medium	Medium	High
Century/14 <sup>th</sup> Street corridor	Low	Low	Low	Low	Low
3 <sup>rd</sup> Street corridor	Medium	Medium	Medium	Low	High
OSU-Cascades area	Medium	Low	Medium	Medium	Medium
St. Charles area	High	High	High	High	High

# Memo 3: Evaluation of Potential Projects

## Public Input for Short-Term Implementation

Service Priorities and Needs	Overall Assessment (237)	Assessment of Relative Priority by Geography			
		Crook County (19)	Deschutes County (121)	Jefferson County (14)	Unspecified County (83)
<b>Community Connector Needs   Service Frequency</b>					
Warm Springs-Madras	Low	Low	Low	High	Medium
Madras-Redmond	Medium	Medium	Medium	High	Medium
Redmond-Bend	High	Medium	High	Medium	High
Prineville-Redmond	Medium	High	Medium	Medium	High
Sisters-Redmond	Low	Medium	Low	Medium	Low
Sisters-Bend	Low	Low	Low	Low	Low
Bend-La Pine	Medium	Low	High	Low	High
<b>Community Connector Needs   Saturday Service</b>					
Warm Springs-Madras	Medium	Medium	Low	High	Low
Madras-Redmond	Medium	Medium	Medium	High	Low
Redmond-Bend	High	High	High	Medium	High
Prineville-Redmond	Medium	High	Medium	Medium	Medium
Sisters-Redmond	Low	Medium	Low	Medium	Low
Sisters-Bend	Low	Low	Medium	Low	Medium
Bend-La Pine	Medium	Medium	High	Low	High

# Memo 3: Evaluation of Potential Projects

## Public Input for Short-Term Implementation

Service Priorities and Needs	Overall Assessment (237)	Assessment of Relative Priority by Geography			
		Crook County (19)	Deschutes County (121)	Jefferson County (14)	Unspecified County (83)
<b>Local Service Needs   New Fixed-Route/Deviated Route</b>					
Culver	Low	Low	Low	Medium	Low
La Pine	Medium	Medium	High	Low	Medium
Madras	Medium	Medium	Medium	High	Medium
Metolius	Low	Low	Low	Medium	Low
Prineville	High	High	Medium	Low	High
Redmond	High	High	High	Medium	High
Sisters	Low	Medium	Medium	Low	Medium
Warm Springs	Medium	Low	Medium	High	Low
<b>Local Service Needs   More Dial-a-Ride Service</b>					
Bend	High	Medium	High	Low	High
Culver	Low	Low	Low	Medium	Low
La Pine	Medium	Low	High	Low	Medium
Madras	Medium	Medium	Medium	High	Low
Metolius	Low	Low	Low	Medium	Low
Prineville	High	High	Medium	Low	High
Redmond	High	High	High	Medium	High
Sisters	Low	Medium	Low	Low	Low
Warm Springs	Medium	Low	Low	High	Medium

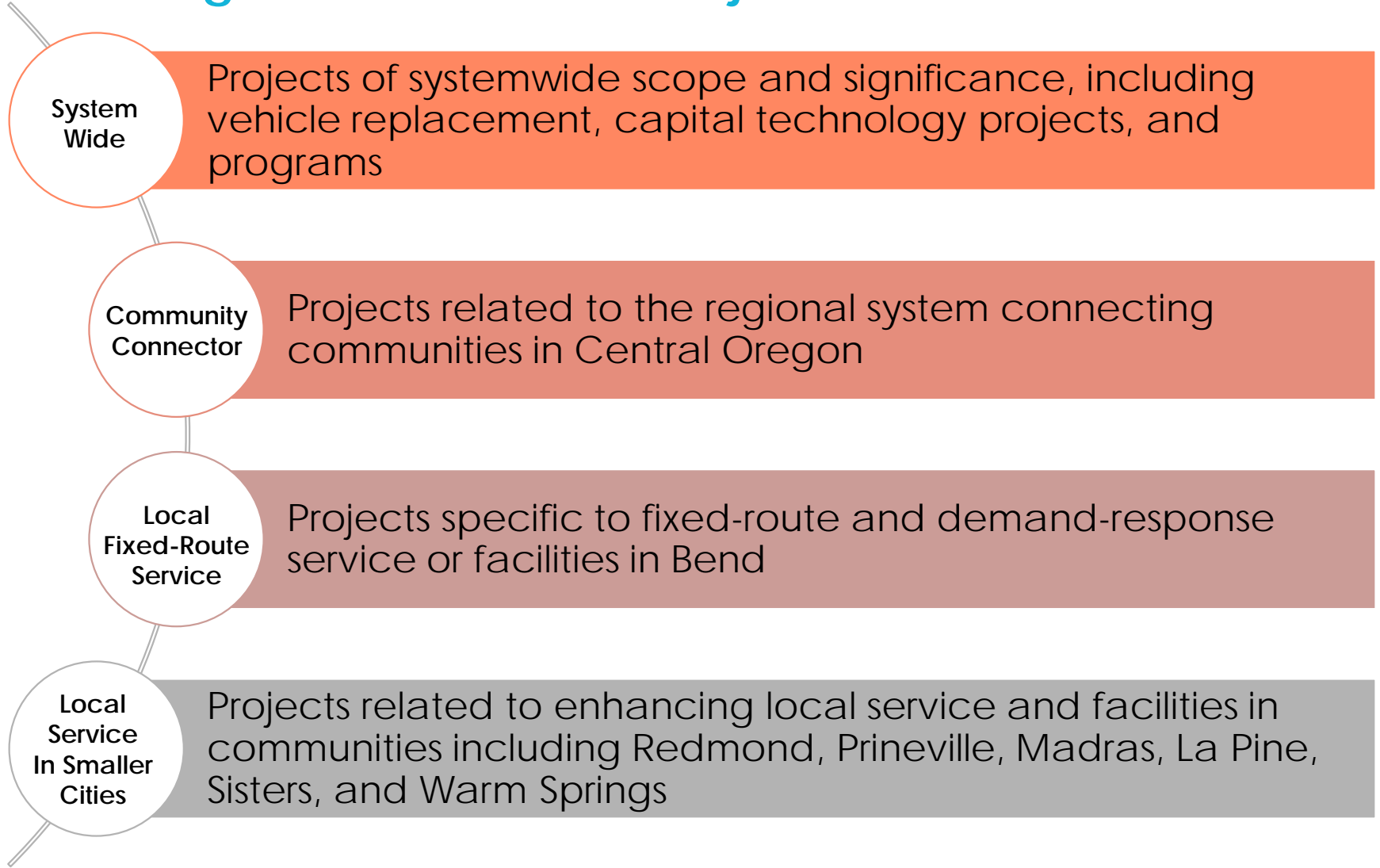
# Memo 3: Evaluation of Potential Projects

## Public Input for Short-Term Implementation

Service Priorities and Needs	Overall Assessment (237)	Assessment of Relative Priority by Geography			
		Crook County (19)	Deschutes County (121)	Jefferson County (14)	Unspecified County (83)
<b>Information &amp; Technology Needs   Information Sharing</b>					
Wifi on buses	Low	Medium	Low	Low	Low
Real-time arrival displays on shelters	High	Medium	High	Medium	High
One app for fare payment and trip planning	Medium	High	Medium	Medium	Medium
Real-time arrival displays on buses	Low	Low	Low	High	Medium
Configure fare payments to allow credit cards on buses	High	High	Medium	High	Medium
<b>Information &amp; Technology Needs   Physical Improvements</b>					
Better signage	High	High	Medium	Medium	Medium
Visitor kiosks	Low	Low	Low	Low	High
Better maps	High	Medium	High	High	Low

# Memo 3: Near- and Short-Term Projects

## Categories of Potential Projects



# Memo 3: Near- and Short-Term Projects

## Systemwide Needs

- **Replace end-of-life vehicles**
  - Make transit reliable, comfortable, and attractive
- **Technology**
  - **Replace dispatch system**
    - More efficient scheduling
    - On-demand, mobile capabilities
  - **Real-time information** signage at secondary hubs:
    - North Bend
    - La Pine
    - Madras
- **Marketing and outreach**

# Memo 3: Near- and Short-Term Projects

## Community Connector Overview of Potential Projects

- **Additional AM/PM trips**
- **More frequent AM/PM trips**
  - Makes service more attractive for work/school trips
  - But requires additional vehicles = highest cost
  - Priority: Route 24 Redmond-Bend
- **Midday trips**
  - Some routes have no midday service
  - More convenient non-work trips
  - Can be lower ridership
- **Later evening trips**
  - Can serve students and service sector jobs
- **Saturday service**
  - Requires systemwide coordination
- **New Routes**
  - Madras-Warm Springs-Government Camp

# Input on Near / Short-Term Priorities for La Pine

## Community Connector

- Route 30
  - Specific trips?
  - Additional stops?



➔ NOTE: Mon-Fri only. No Saturday or Sunday Service.

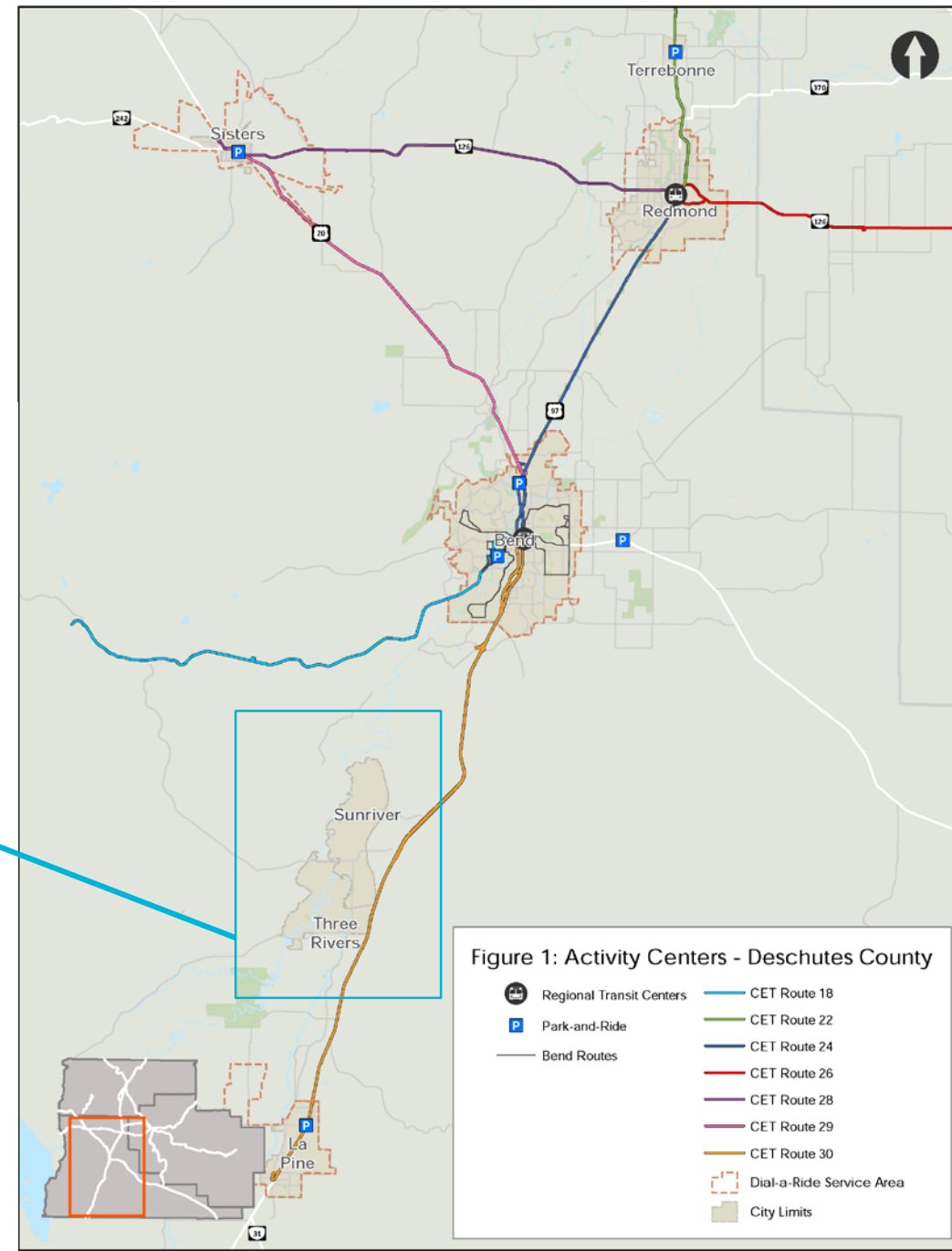
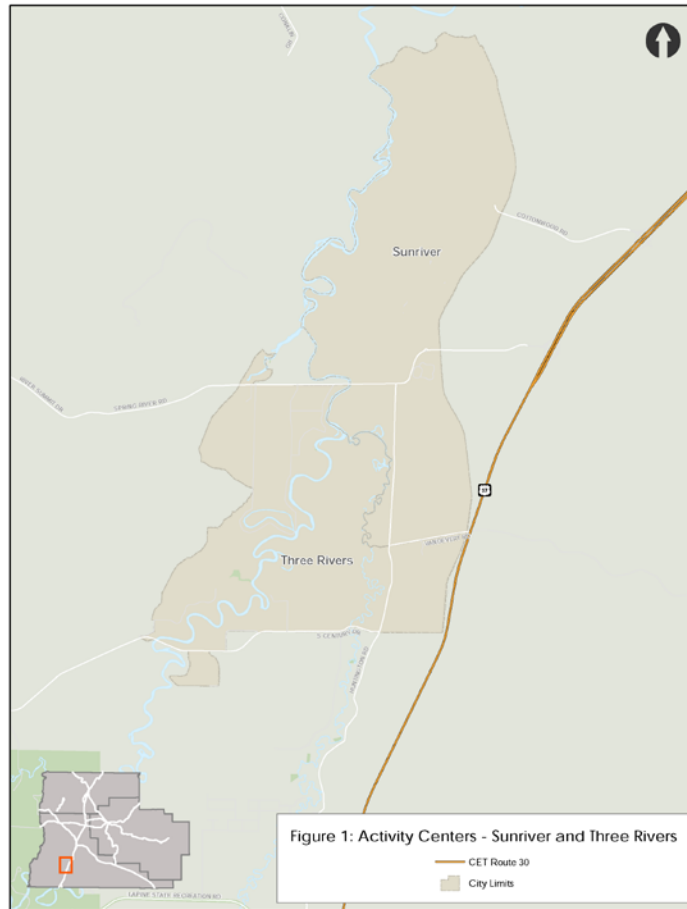
	NORTHBOUND						SOUTHBOUND					
	4TH @ HUNTINGTON	WICKIUP JCT PARK/RIDE	WICKIUP JCT PARK/RIDE	RIVER WOODS CHURCH	LA QUINTA	HAWTHORNE STATION	HAWTHORNE STATION	WALMART	RIVER WOODS CHURCH	WICKIUP JCT PARK/RIDE	WICKIUP JCT PARK/RIDE	4TH @ HUNTINGTON
AM ↑	6:31	6:38	6:43	7:10	7:17	7:25	7:35	7:43	-	-	-	8:18
	8:18	8:25	8:35	9:02	9:09	9:17	-	-	-	-	-	-
PM ↓	2:37	-	-	-	3:12	3:20	3:30	3:38	3:45	4:12	4:22	4:29
	4:29	-	-	-	5:04	5:12	5:22	5:30	5:37	6:04	6:14	6:21



# Input on Near / Short-Term Priorities for La Pine

## Community Connector

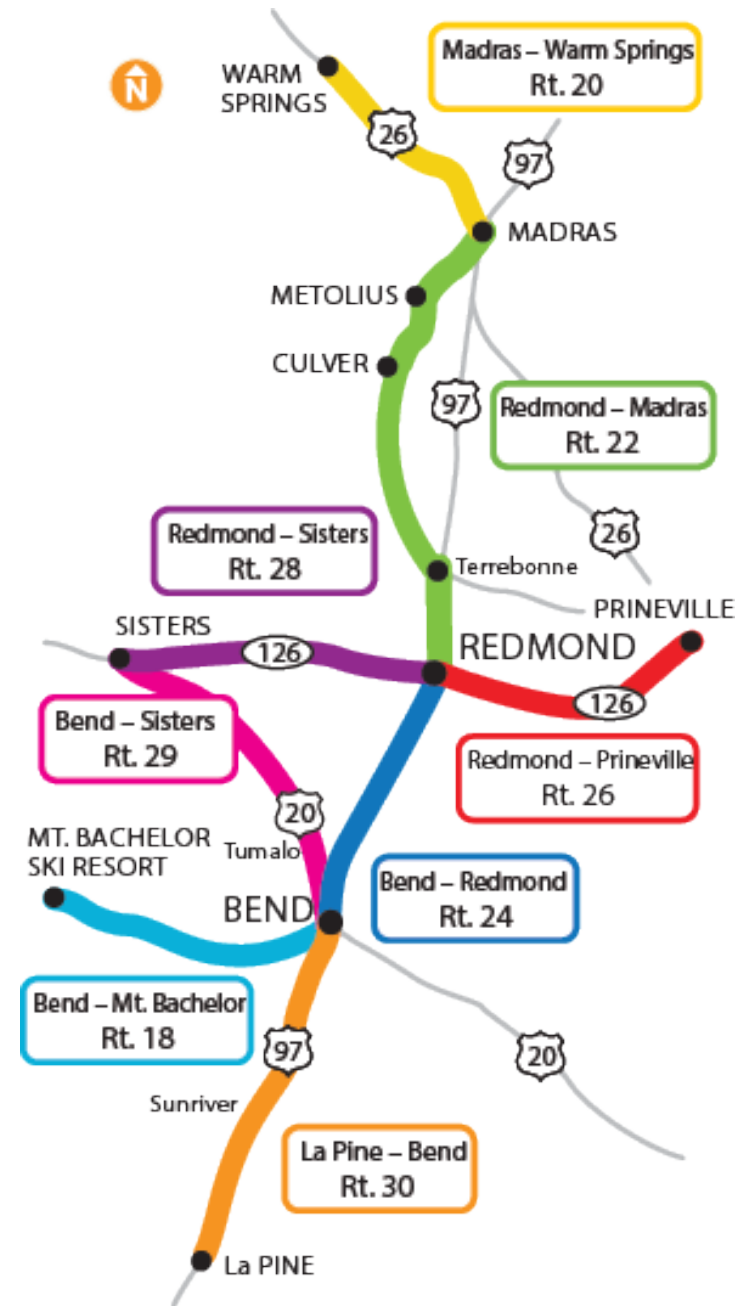
- Route 30
  - Specific trips?
  - Additional stops?



## Community Connector

- Other routes or connections?

Input on  
Near / Short-  
Term Priorities  
for La Pine



# Memo 3: Near- and Short-Term Projects

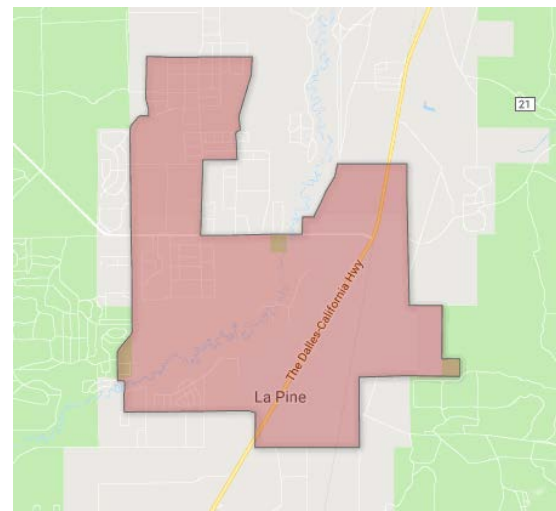
## Local Service Overview of Potential Projects

- **Fixed-route service in Bend**
  - Frequency and coverage enhancements
- **Local service in smaller cities**
  - Fixed-route service in Redmond?
  - Introduce/expand flex-route service
    - Hybrid of some fixed stops and schedules, with the ability to deviate
    - Community Connector bus could do local pickups/drop-offs
    - And/or could be operated by the Dial-A-Ride bus
    - *Local design process needed*

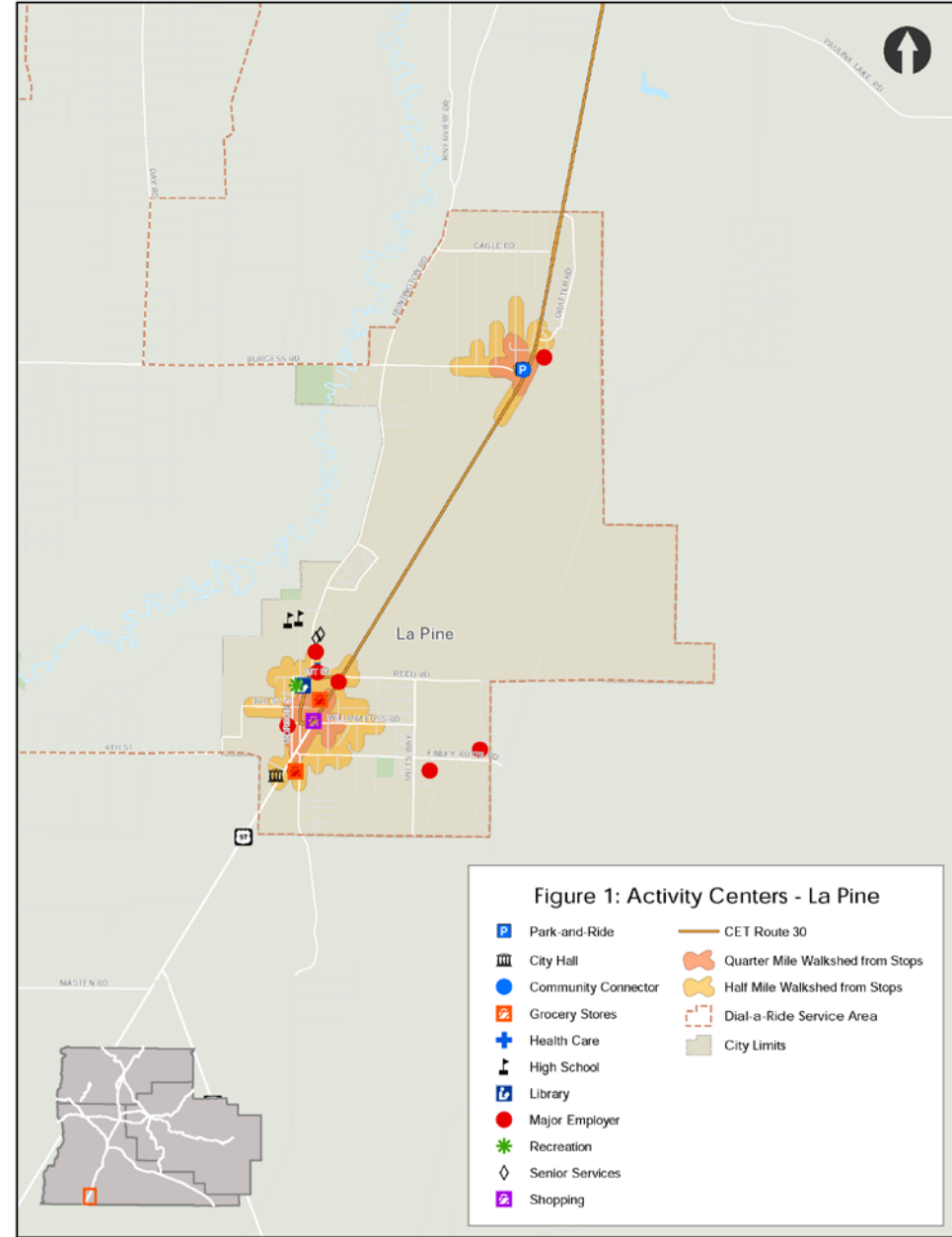
# Input on Near / Short-Term Priorities for La Pine

## Local Service in La Pine

- Existing Dial-A-Ride
  - 6 am – 6 pm
- Potential Local Service Enhancements
  - Flex route
  - Community Connector Extension
  - Other?



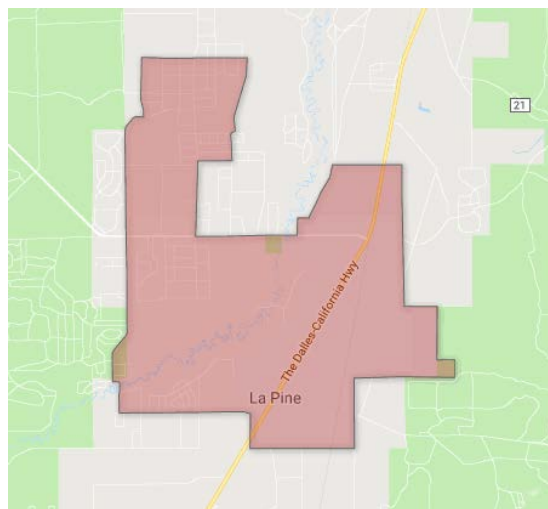
## ¼ and ½ mile Walkshed of Community Connector Stops



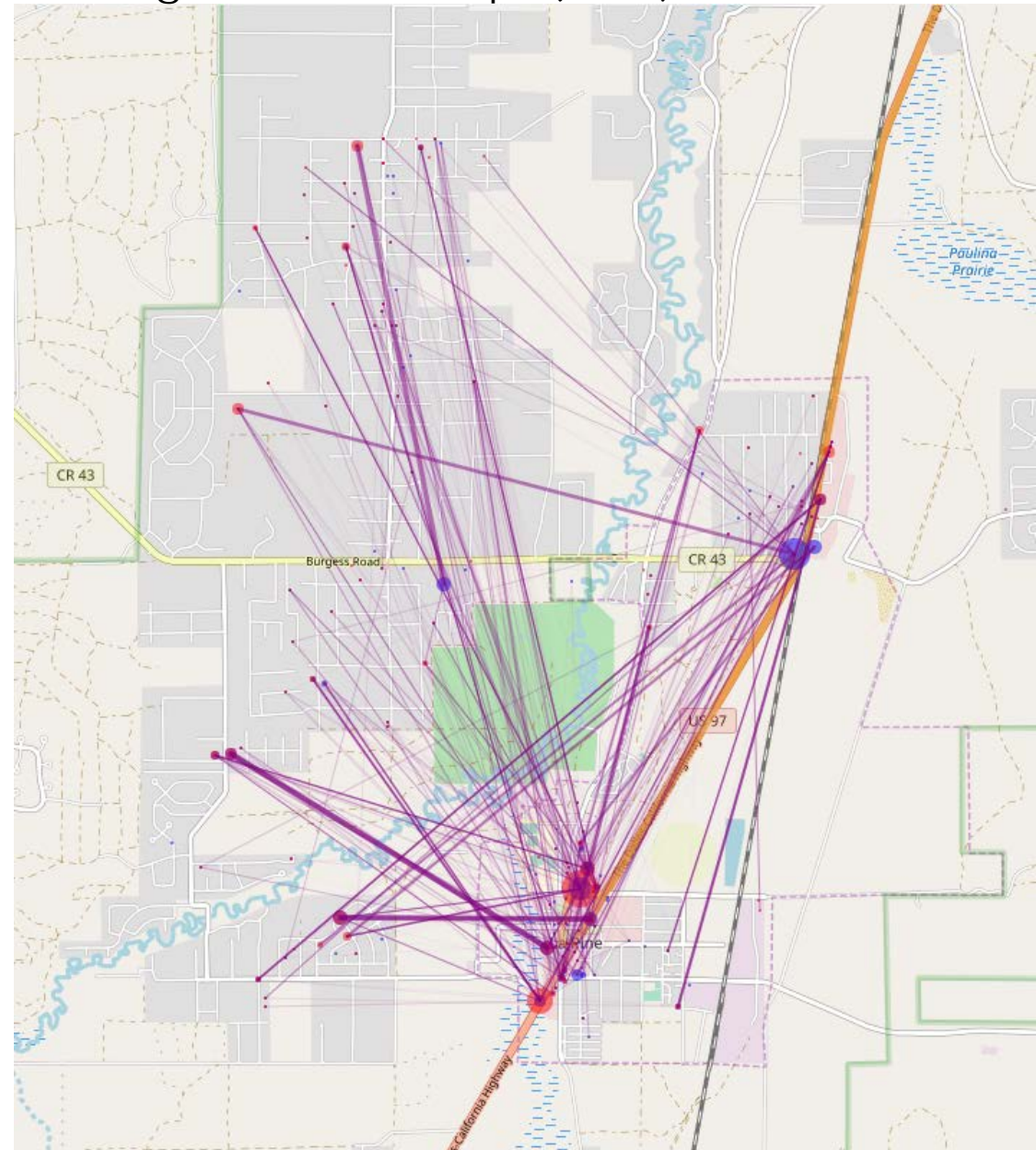
# Input on Near / Short- Term Priorities for La Pine

## Local Service in La Pine

- Existing Dial-A-Ride
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  - Flex route
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  - Other?

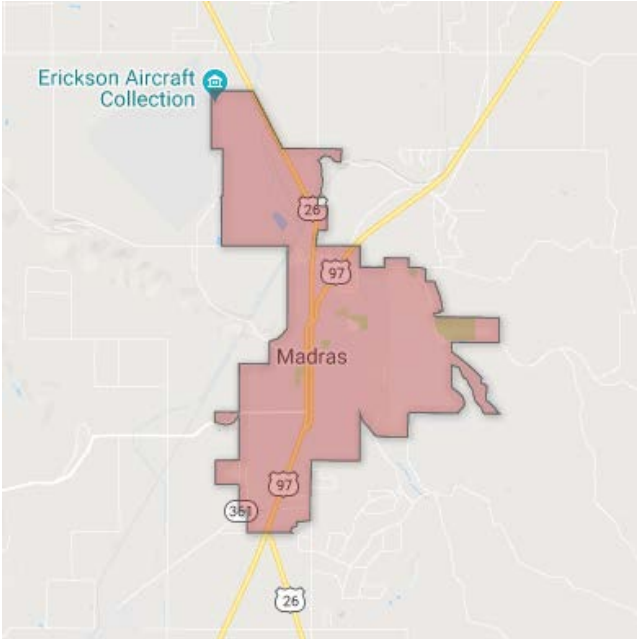


Existing Dial-A-Ride Trips (2018)



# Madras Flex Route Example

### Madras Dial-A-Ride Service Area



### Madras Flex-Route (Route 20)



# Memo 3: Near- and Short-Term Projects

## Local Service in Bend Overview of Potential Projects

- **More frequent weekday service** on key routes
  - 3<sup>rd</sup> Street (1 and 4)
  - Greenwood (7)
  - Downtown Bend (short route)
  - Others?
- **Early evening** service hours
- **New routes** (additional buses and stops)
  - Northeast Bend
  - Southeast Bend
- **Saturday** frequency and/or longer hours
- **Limited Sunday** service
- **Capital** improvements

# Memo 3: Near- and Short-Term Projects

## Additional Short-Term Projects (Beyond FY 2019-2021)

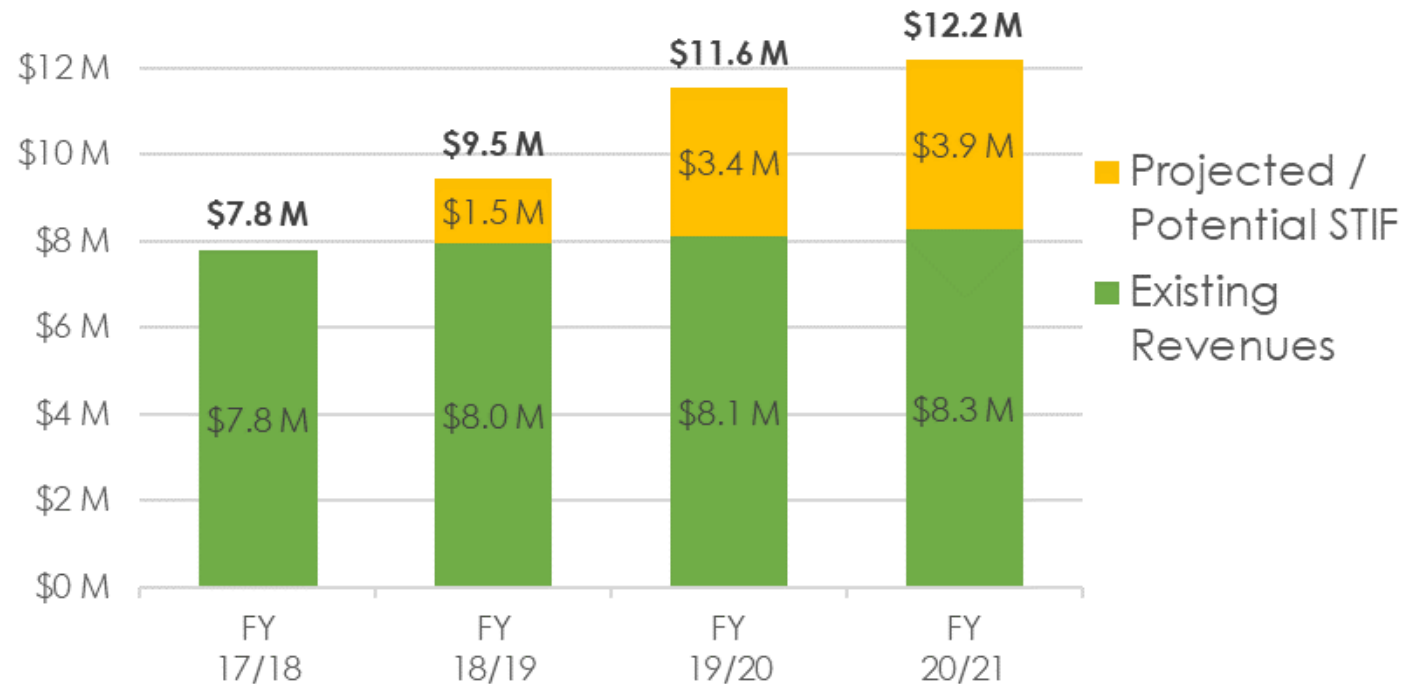
- Not in an adopted plan or may need more definition/public input through master plan process:
  - Fare Programs
  - Ride-Hailing Services (e.g., Uber, Lyft, Taxis) Subsidy Pilot Program
  - Vanpool Programs
  - Service to Government Camp
  - Service to Sunriver area



# Memo 2: Existing and Projected Funding

## Statewide Transportation Improvement Fund

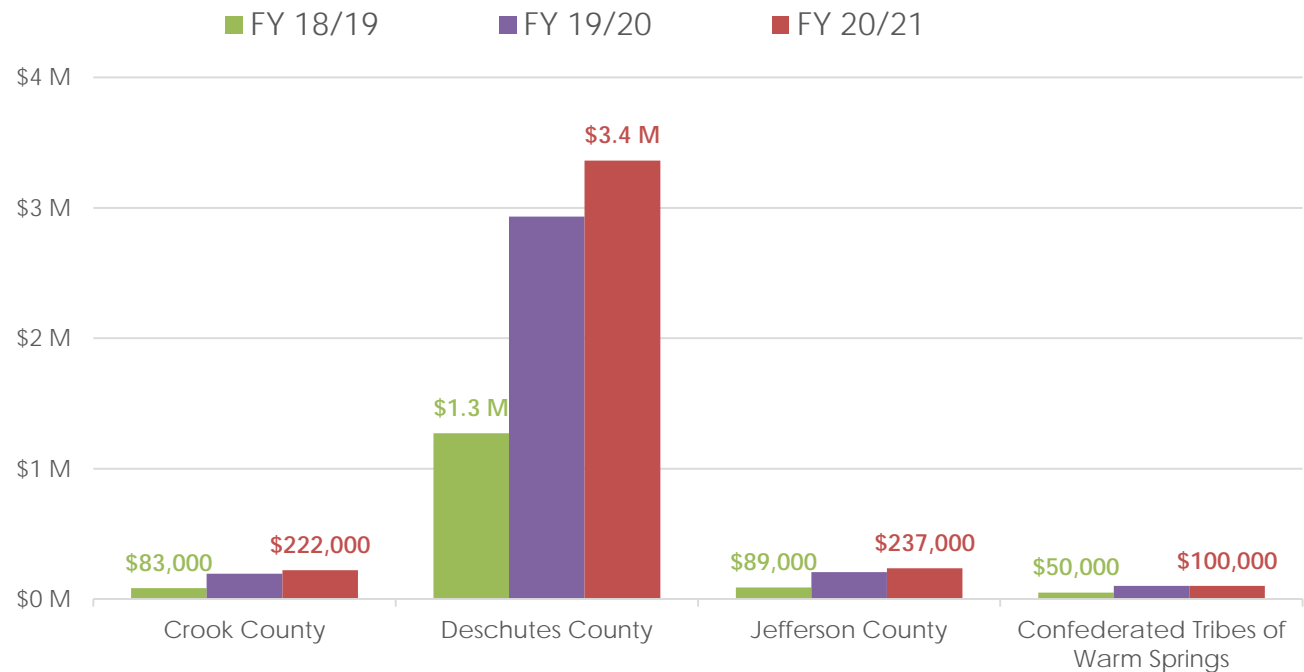
- STIF will provide an additional \$1.5 M in FY 2019 and an additional \$3.4 M to \$3.9 M in FY 2020 and FY 2021 for transit expansion/enhancement



# Memo 3: How to prioritize new funds?

## Statewide Transportation Improvement Fund

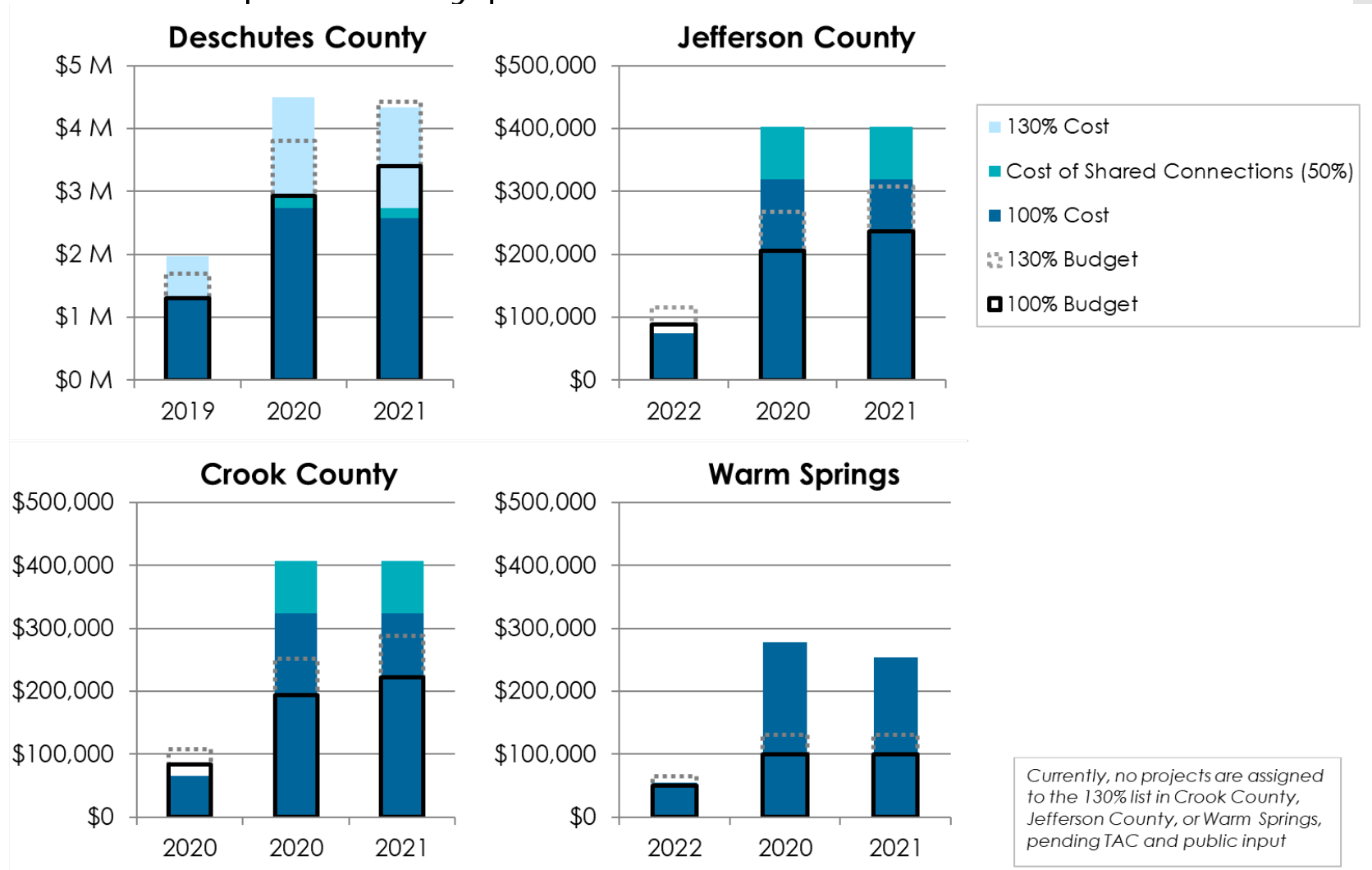
- Qualified Entities (QEs) allocate funds to a ranked list of projects
- Projects may be within one or multiple Qes
- FY 2019: partial year focused on one-time costs
- Goal of Memo 3 and TAC meetings: develop consensus around how to prioritize funds across the region



# Memo 3: Funding Snapshot based on preliminary assignments

## Costs vs. Available Funds – FY 2019 to 2021

- Based on preliminary priorities/allocations



Currently, no projects are assigned to the 130% list in Crook County, Jefferson County, or Warm Springs, pending TAC and public input

# Memo 3: Funding Snapshot based on preliminary assignments

## Summary of Costs – FY 2021

### Deschutes County

- 100% List: **\$2.5 M** out of **\$3.4 M** allocated to projects
- With 130% List: **\$4.3 M**
  - Funding could be reserved for future priorities or 130% list items could be prioritized onto 100% list.
- Does not include shared connections
  - **Route 26** serves **Deschutes and Crook Counties**
  - **Route 22** serves **Deschutes and Jefferson Counties**
  - Total of **\$333,000** in potential costs would need to be split by the QEs in some way
- **Assuming a 50% split** of shared connections:
  - Deschutes County 100% list: **\$2.7 M** out of **\$3.4 M**
  - Additional \$700,000 available

# Memo 3: Funding Snapshot based on preliminary assignments

## Summary of Costs – FY 2021

### Crook County

- 100% List: **\$323,000** exceeds **\$222,000** in funds
- 130% List: no additional projects (to be classified based on TAC/public input)
- Does not include shared connections
  - **Route 26** serves **Deschutes and Crook Counties**
  - **Route 22** serves **Deschutes and Jefferson Counties**
  - Total of **\$333,000** in potential costs would need to be split by the QEs in some way
- **Assuming a 50% split** of shared connections:
  - Crook County 100% list: **\$407,000**
    - Exceeds 100% projection by **\$185,000**

# Memo 3: Funding Snapshot based on preliminary assignments

## Summary of Costs – FY 2021

### Jefferson County

- 100% List: **\$319,000** exceeds **\$237,000** in funds
- 130% List: no additional projects (to be classified based on TAC/public input)
- Does not include shared connections
  - **Route 26** serves **Deschutes and Crook Counties**
  - **Route 22** serves **Deschutes and Jefferson Counties**
  - Total of **\$333,000** in potential costs would need to be split by the QEs in some way
- **Assuming a 50% split** of shared connections:
  - Jefferson County 100% list: **\$402,000**
    - Exceeds 100% projection by **\$165,000**

# Memo 3: Funding Snapshot based on preliminary assignments

## Summary of Costs – FY 2021

### Confederated Tribe of Warm Springs

- 100% List: **\$254,000** exceeds **\$100,000** in funds
- 130% List: no additional projects (to be classified based on TAC/public input)
- Currently includes 100% of cost of Government Camp route on weekdays and Saturdays
- No current assumptions for cost sharing with other QEs
- Exceeds 100% projection by **\$154,000**
  - Other funding sources may be available

# Memo 3: Other Funding Issues

## Potential Reduction in Special Transportation Fund Revenues

System	Qualified Entity	FY 17/18 STF Funding	40% Reduction
Bend	Deschutes County	\$240,972	\$96,389
Rural	Deschutes County	\$193,071	\$77,228
Rural	Crook County	\$161,940	\$64,776
Rural	Jefferson County	\$140,000	\$56,000
<b>Total</b>		<b>\$735,983</b>	<b>\$294,393</b>

- Potential 40% reduction in state general fund contribution to STF
- CET would be forced to reduce service paid for with these funds
- STIF funds must be used to expand or improve service
  - STF reduction is not among the current Oregon Transportation Commission (OTC) exceptions to this requirement



# Near / Short- Term Priorities for La Pine

## Discussion

- What are the priorities among the identified projects?
- What other needs are there?
  - Local service or facilities in La Pine, Sunriver, or other areas?
  - Community Connector
    - Route 30
    - Other routes?
  - Local service in Bend, Redmond, or other communities?
- Time frame for these needs?
  - Near-term (1-2 years - within current STIF plan)
    - Must be in a previous locally-adopted plan
  - Short-term (3-5 years - subsequent STIF plans or other funding sources)

# Next Steps

- Local Open Houses
  - Following local TAC meetings
- Project Steering Committee (RPTAC)
  - 4/3/2019 (1:30 – 3:30)
- Revise priorities based on inputs
  - Each QE's STIF Advisory Committee ranks projects within 100% and 130% lists
  - STIF Plans are due May 1, 2019
- Next TAC Meeting
  - Needs, TOD Strategies, Transit Service Plan, and Capital Plan
  - Occurring regionally August/September



Adjourn