

# CET 2040 Transit Master Plan

TAC Meeting #2 – Redmond

(Local TAC Meetings)

March 20<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

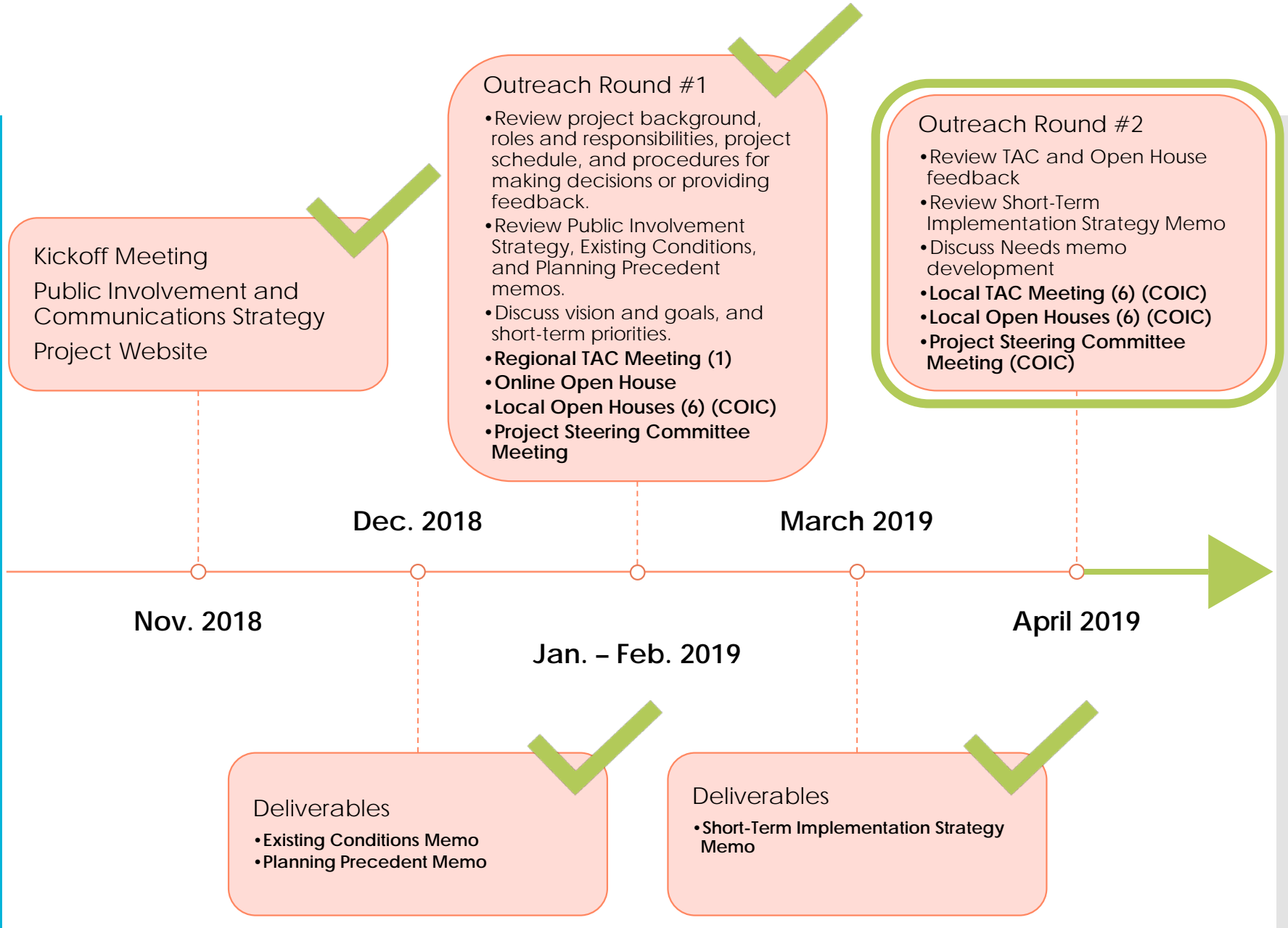
## Desired Outcomes

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
1:30	Welcome and Introductions	Andrea Breault COIC	
1:40	Project Status and Schedule	Andrea	Confirm Understanding, Questions for Clarification
1:55	Short-Term Projects and Priorities (Memo 3)	Andrea Breault COIC  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)?
2:55	Next Steps/Adjourn	Andrea	

# Project Status and Schedule (Month 1-6)



Kickoff Meeting  
Public Involvement and Communications Strategy  
Project Website

**Outreach Round #1**

- Review project background, roles and responsibilities, project schedule, and procedures for making decisions or providing feedback.
- Review Public Involvement Strategy, Existing Conditions, and Planning Precedent memos.
- Discuss vision and goals, and short-term priorities.
- **Regional TAC Meeting (1)**
- **Online Open House**
- **Local Open Houses (6) (COIC)**
- **Project Steering Committee Meeting**

**Outreach Round #2**

- Review TAC and Open House feedback
- Review Short-Term Implementation Strategy Memo
- Discuss Needs memo development
- **Local TAC Meeting (6) (COIC)**
- **Local Open Houses (6) (COIC)**
- **Project Steering Committee Meeting (COIC)**

**Deliverables**

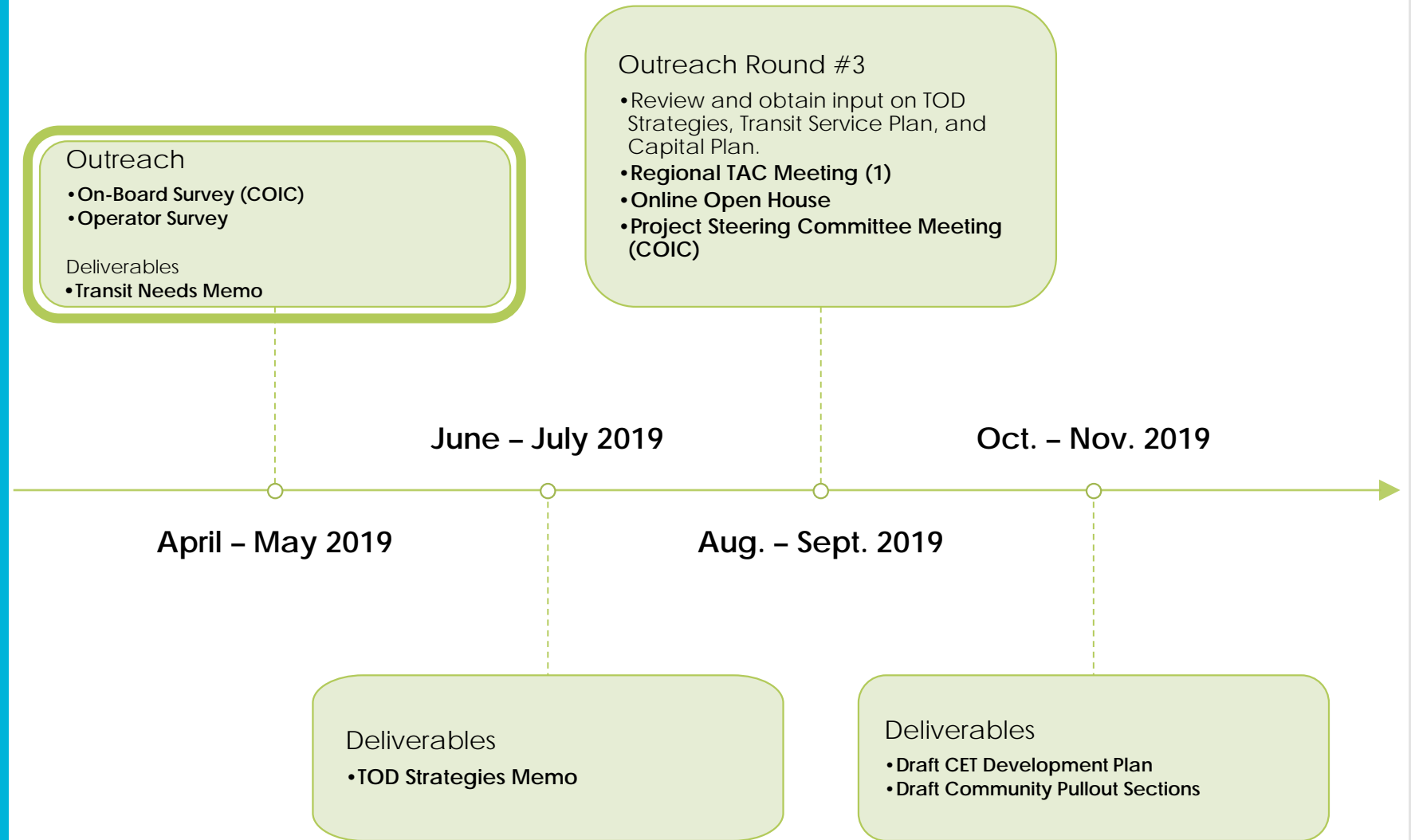
- Existing Conditions Memo
- Planning Precedent Memo

**Deliverables**

- Short-Term Implementation Strategy Memo

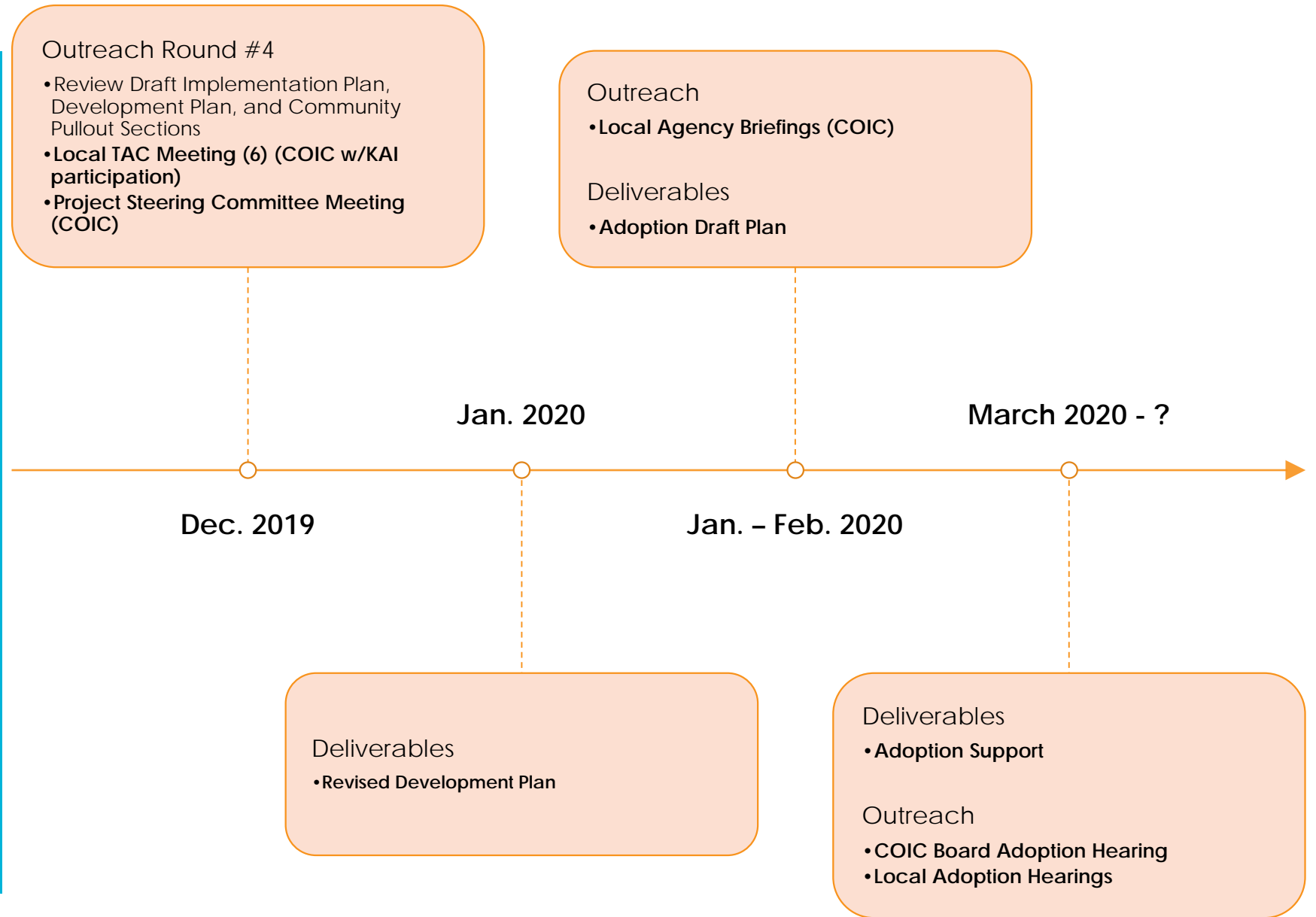
# Project Status and Schedule

(Month 7-13)



# Project Status and Schedule

(Month 14-17+)

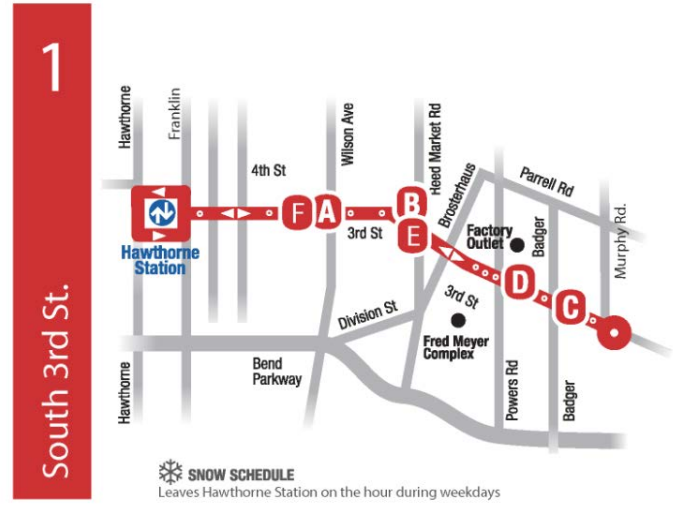


# CET Service Types

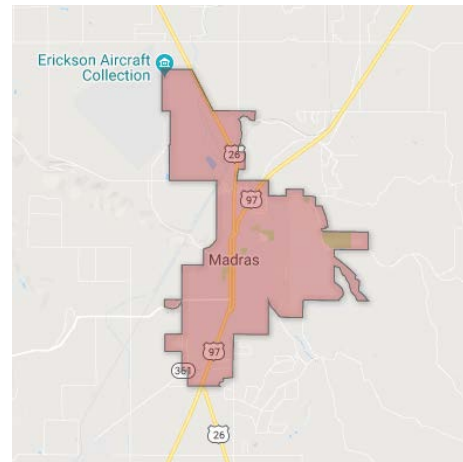
- **Community Connector**
  - Limited stop service connecting communities



- **Local Fixed-Route**
  - Fixed stops and set schedule
  - Requires door-to-door ADA Paratransit within 3/4 mile of fixed-route for persons with disabilities



- **Local Demand-Response (Dial-A-Ride)**
  - Curb-to-curb service
  - Within smaller communities:
    - Open to general public
  - Within Bend:
    - Limited to low-income seniors age 60+ (because there is fixed-route service and ADA Paratransit)



# CET Service Types

- **Flex-Route (Deviated Fixed-Route)**
  - Fixed-route with some set stops
  - Can “deviate” up to ¾ mile (flexible) from the route with an advance reservation
  - Open to general public
  - Alternative to demand-response service within smaller communities or as local service segment on Community Connector

Madras/Warm Springs Flex-Routes (Route 20)





# 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

## 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 Sources and Prioritization Criteria

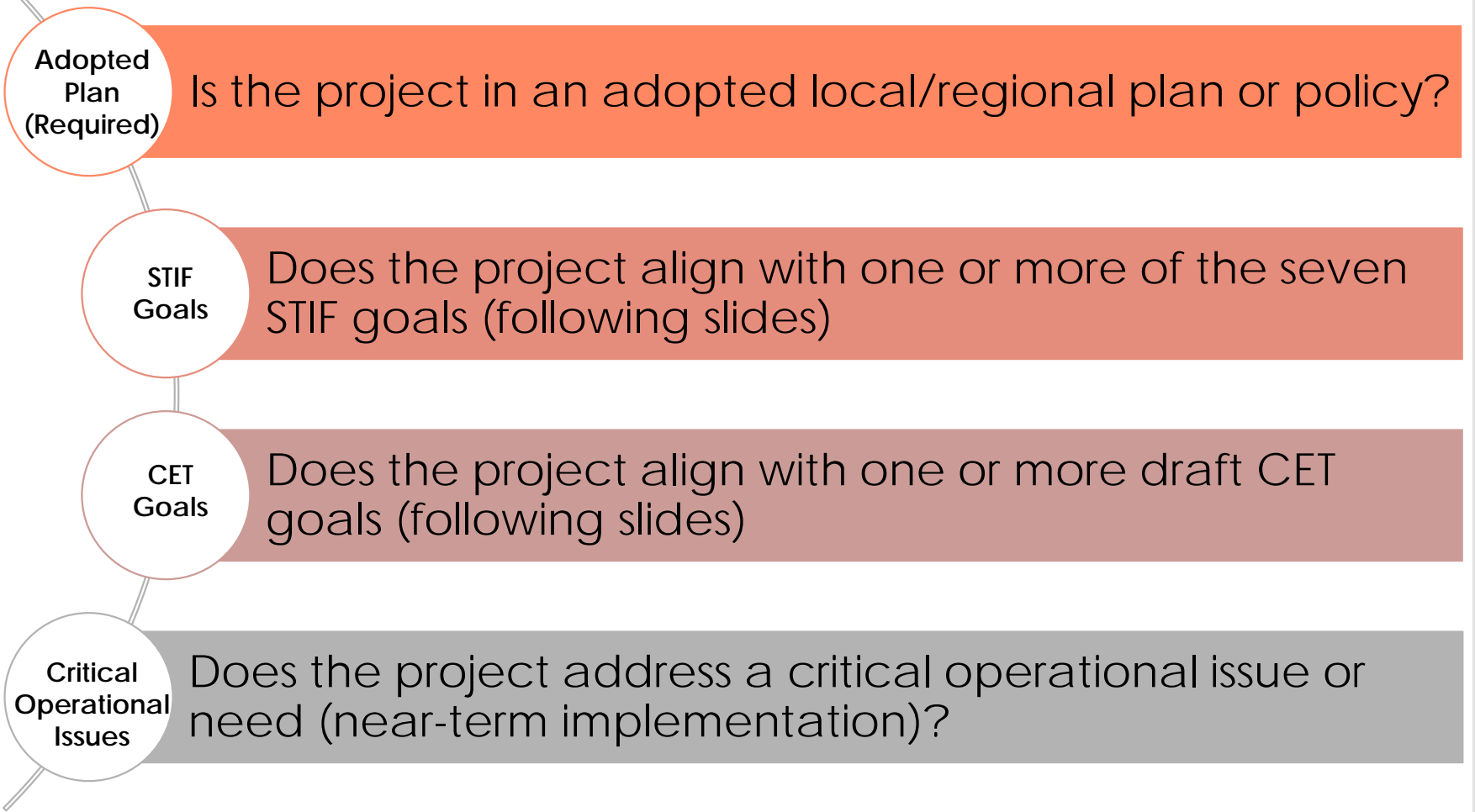
## Sources of Potential Projects

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

- Locally-adopted plans and policies - eligible for STIF funding in **near-term** (FY 2019-21):
  - 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
- Projects in CET 2040 plan will be eligible for STIF funding in **short-term** (FY 2022-23) once plan is adopted

# 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

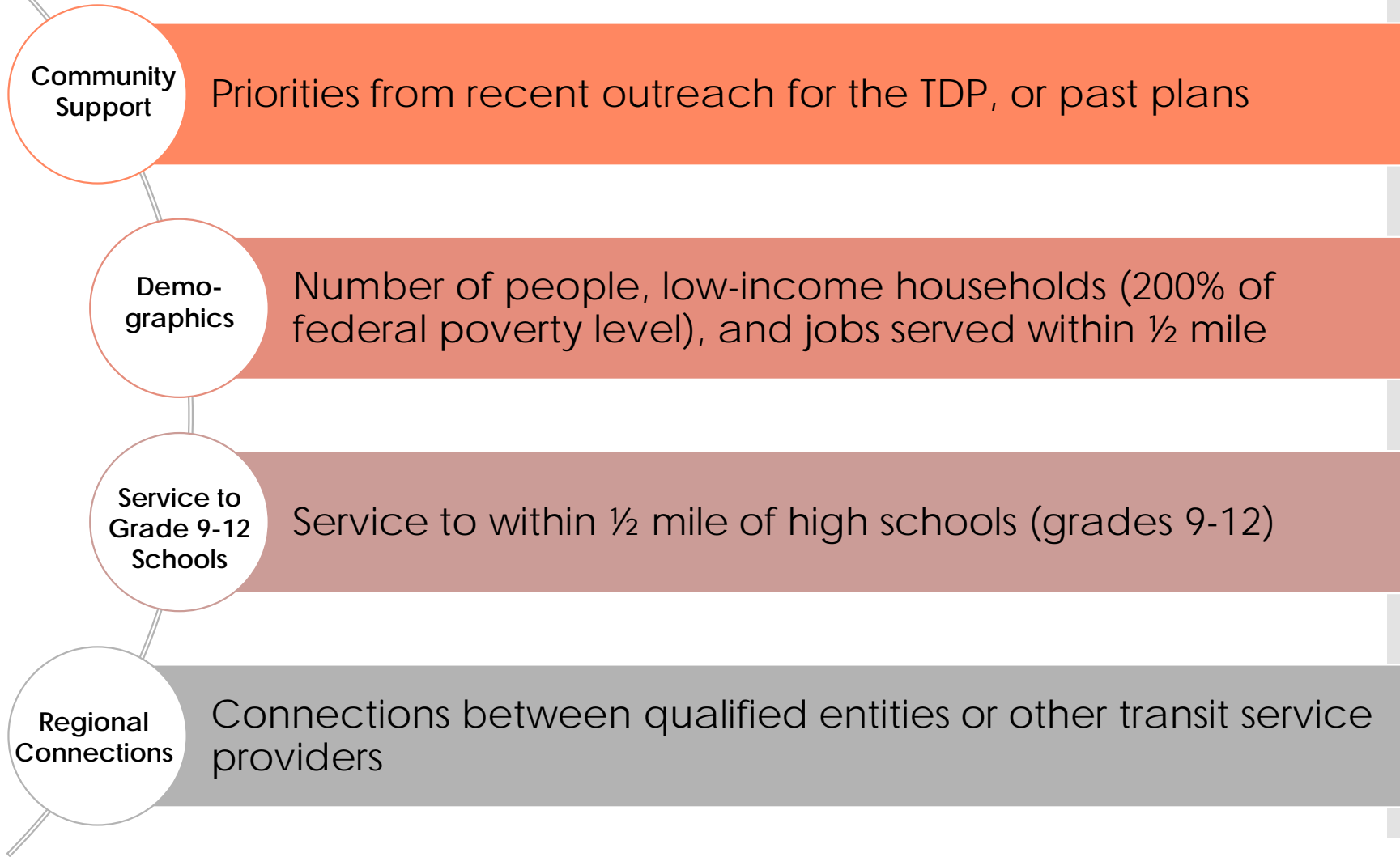
- Enhance transit options to provide a time and cost competitive alternative to traveling by automobile and increase transit ridership while reducing automobile dependency.

### 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 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.
  - **Local Transit in Smaller Cities:** Appropriate service types and local priorities vary by community
  - **Bend Local System:** More frequent service, additional routes, longer weekday hours

# 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

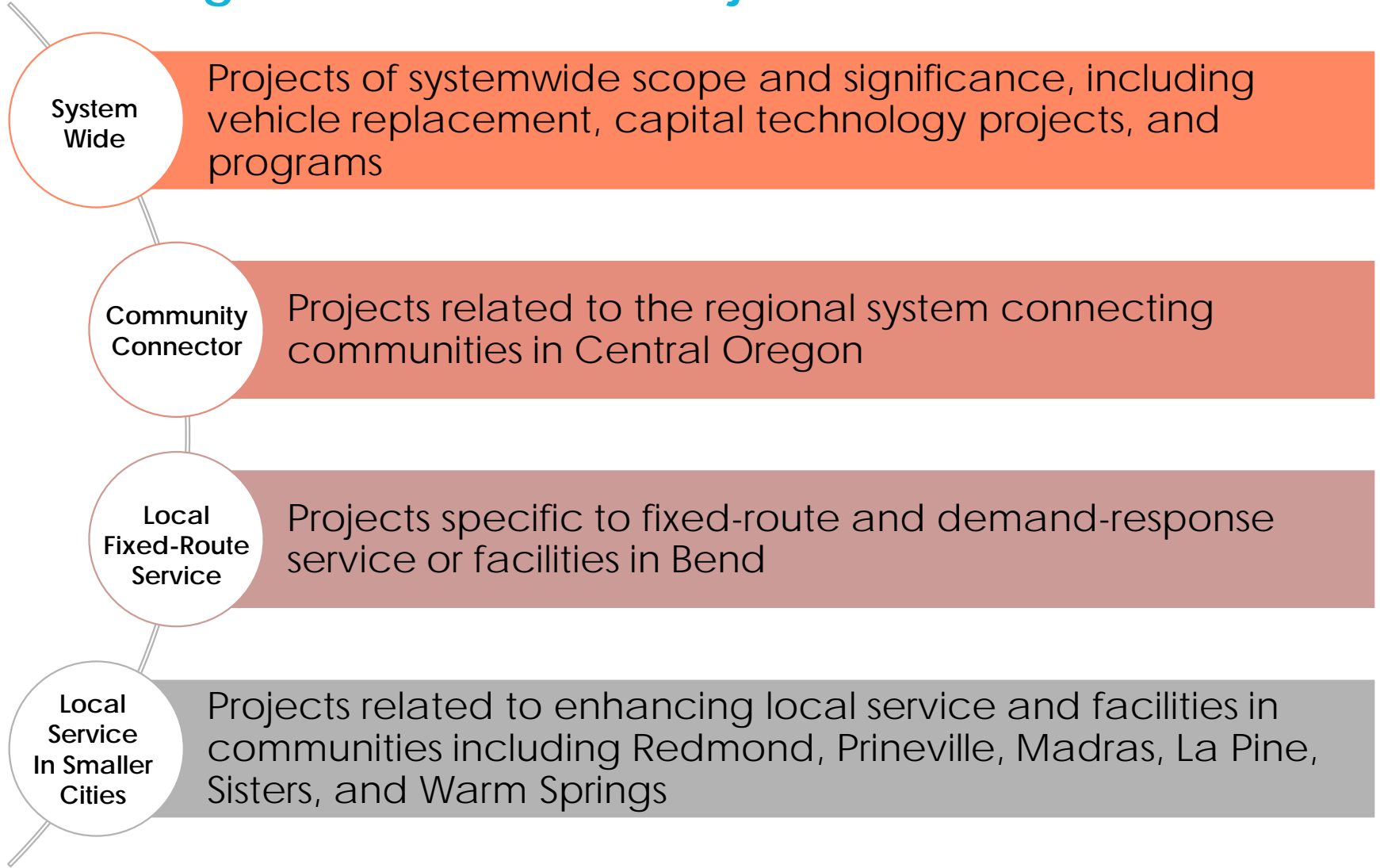
# Memo 3: Evaluation of Potential Projects

## 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

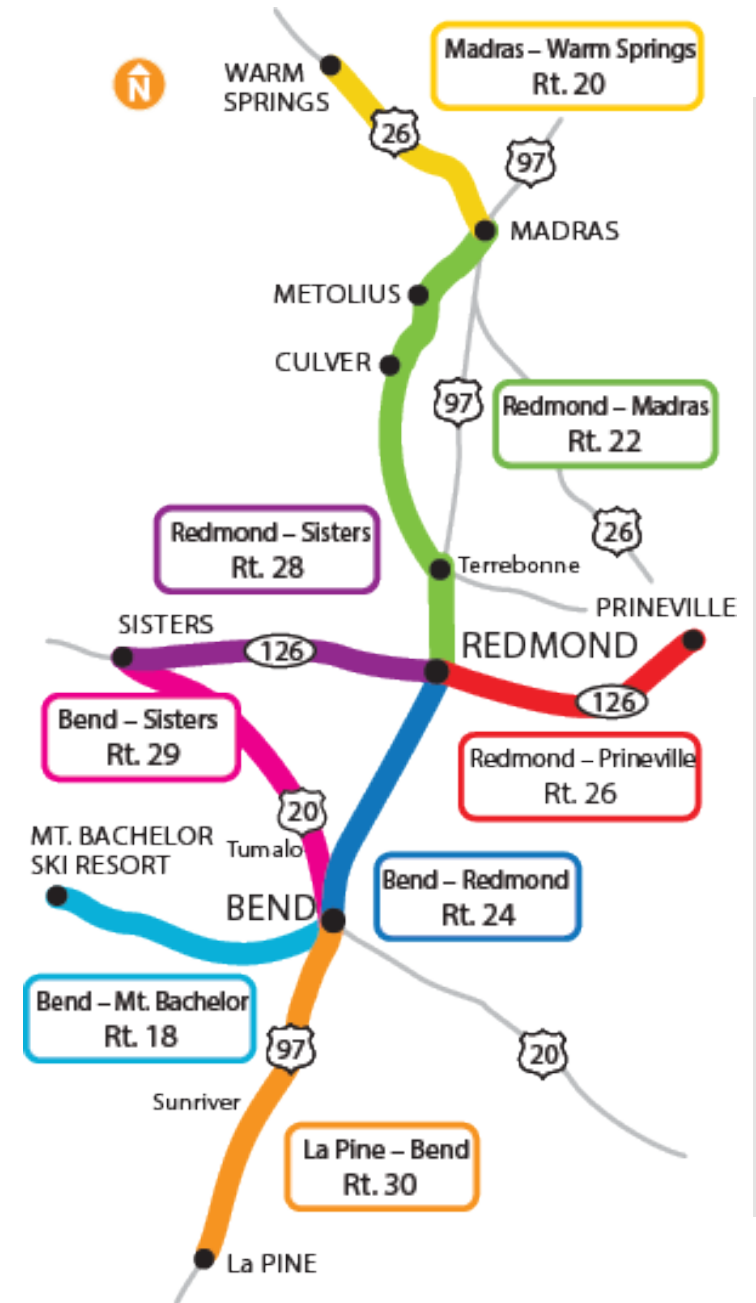
- **Replace end-of-life vehicles**
  - Make transit reliable, comfortable, and attractive
- **Technology**
  - **Replace dispatch system**
    - More efficient scheduling
    - On-demand, mobile capabilities
  - **Real-time information** signage at secondary hubs:
    - North Bend
    - La Pine
    -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



# Memo 3: Near- and Short-Term Projects

## Community Connector Overview of Potential Projects

- **Additional AM/PM trips**
  - Work/school/other trips
- **More frequent AM/PM trips**
  - Additional vehicles = highest cost
  - Priority: Route 24 Redmond-Bend
- **Midday trips**
  - Some routes have no midday service
  - Convenient for non-work trips (medical, shopping, etc.) but can be lower ridership (varies)
- **Later evening trips**
  - Students, service sector jobs, entertainment
- **Saturday service**
  - Requires systemwide coordination
- **New Routes**
  - Madras-Warm Springs-Government Camp



# Memo 3: Near- and Short-Term Projects

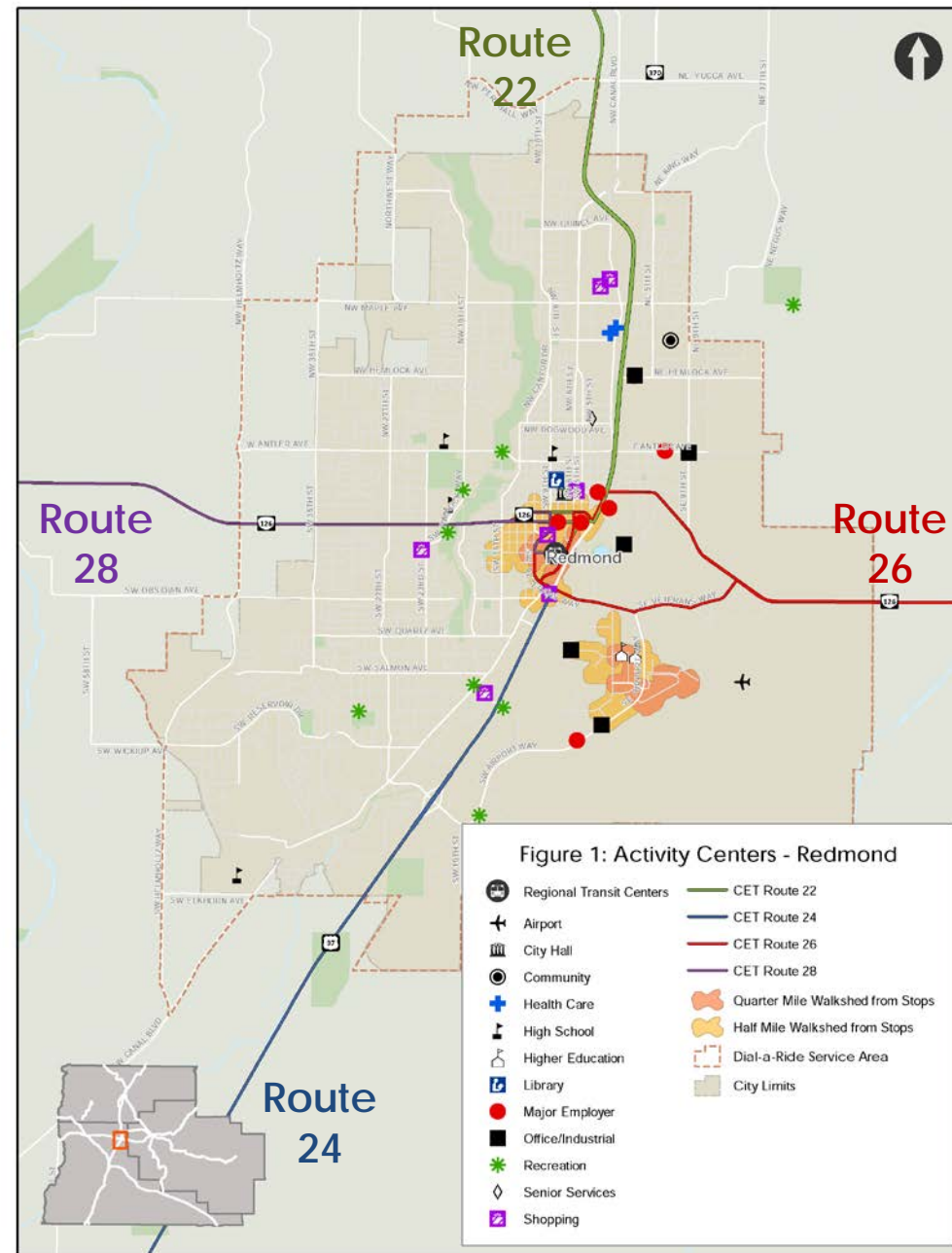
## Local Service Overview

- **Bend:** Enhancements to fixed-route service
  - More frequent service, additional routes, evening hours
- **Redmond:** Fixed-route service?
- **Deviated fixed-route (flex-route) service** in other communities
  - Some fixed stops and schedules, able to deviate from route
- **Medical/shopping shuttles**
  - Set days (e.g., Tu/Th or MWF) and times serving key activity centers
  - Can be built around a Community Connector trip and integrate with fixed-route or flex-route
- **Capital improvements**
  - Bus stops for fixed-route or flex-route service
  - Facility improvements at secondary hubs
    - Real-time information

# Input on Near / Short-Term Priorities to/from Redmond

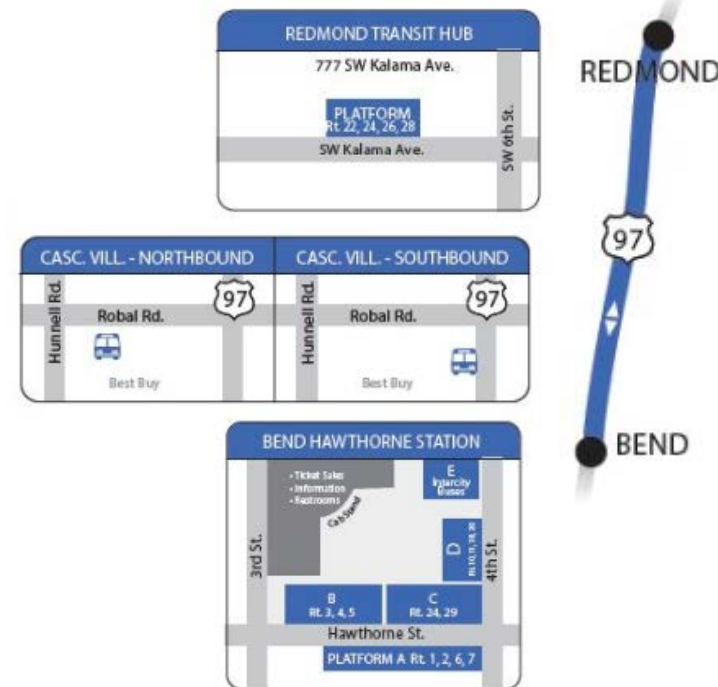
## Community Connector Redmond Hub

- Route 22 Madras-Redmond
- Route 24 Redmond-Bend
- Route 26 Prineville-Redmond
- Route 28 Sisters-Redmond



# Community Connector

- Route 24 Redmond-Bend
  - Frequency
    - More frequent AM/PM (hourly?)
    - Midday gap
    - Additional bus needed
  - Additional stops
    - Airport/COCC?



Input on Near / Short-Term Priorities to/from Redmond

	SOUTHBOUND			NORTHBOUND		
	REDMOND HUB	HWY 97 @ ROBAL	HAWTHORNE STATION	HAWTHORNE STATION	ROBAL @ HUNNELL	REDMOND HUB
	5:55	6:17	6:27	6:37	6:44	7:12
	7:22	7:44	7:54	8:04	8:11	8:39
	8:54	9:16	9:26	9:36	9:43	10:11
AM ↑	10:21	10:43	10:53	11:03	11:10	11:38
PM ↓	12:23	12:45	12:55	1:05	1:12	1:40
	2:23	2:45	2:55	3:05	3:12	3:40
	3:50	4:13	4:23	5:05	5:12	5:40
	5:50	6:12	6:22	6:32	6:39	7:07
	7:10	7:32	7:42	7:52	7:59	8:27

1.5 hour gap →

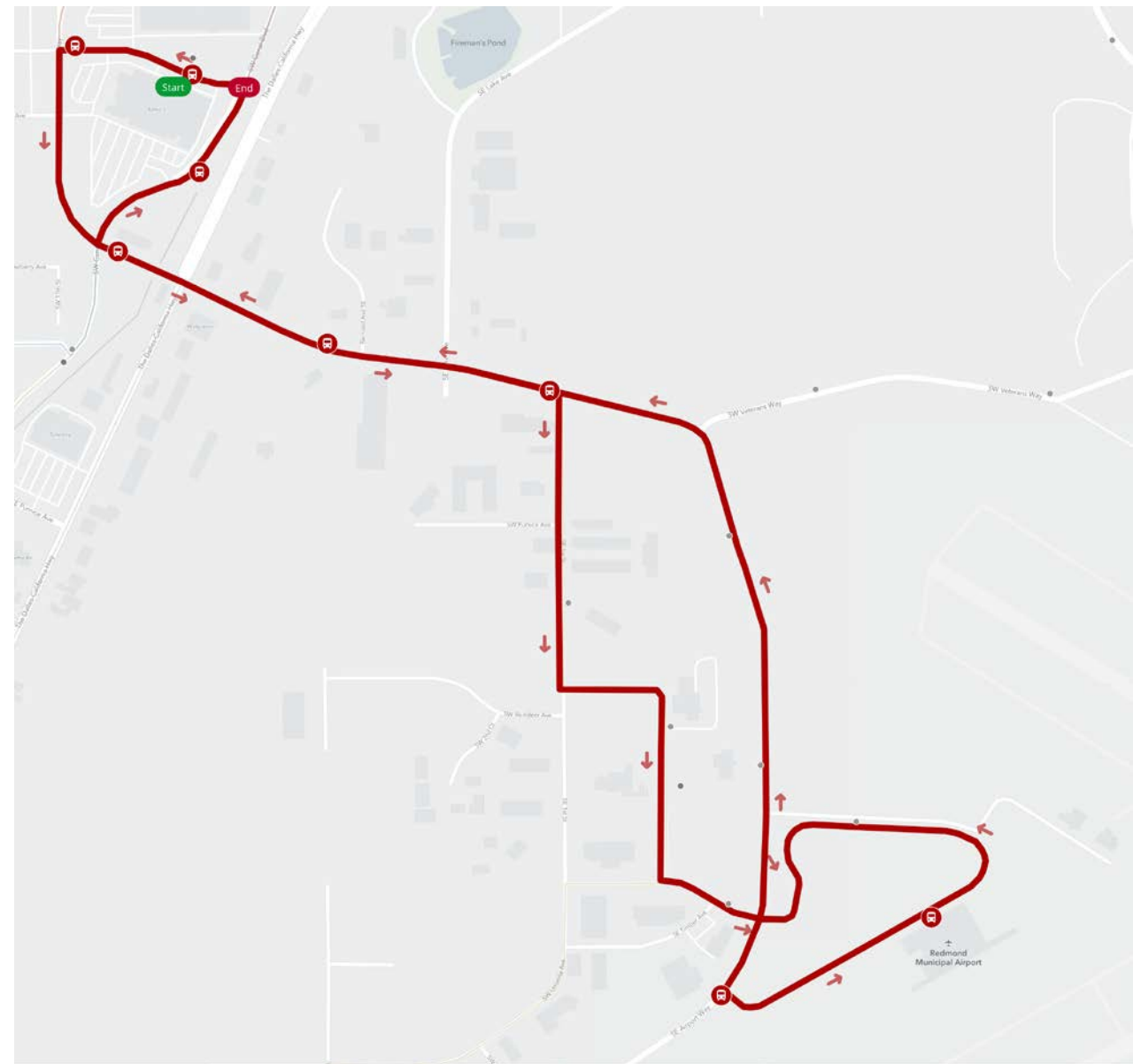
2 hour gap →

1.5 hour gap →

# Input on Near / Short- Term Priorities

## Redmond Airport Connection Options

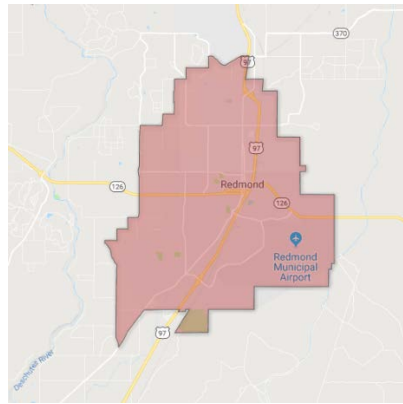
- Route 24 extension between Redmond Hub and Redmond Airport, Redmond COCC, employment areas
- Additional Local Route



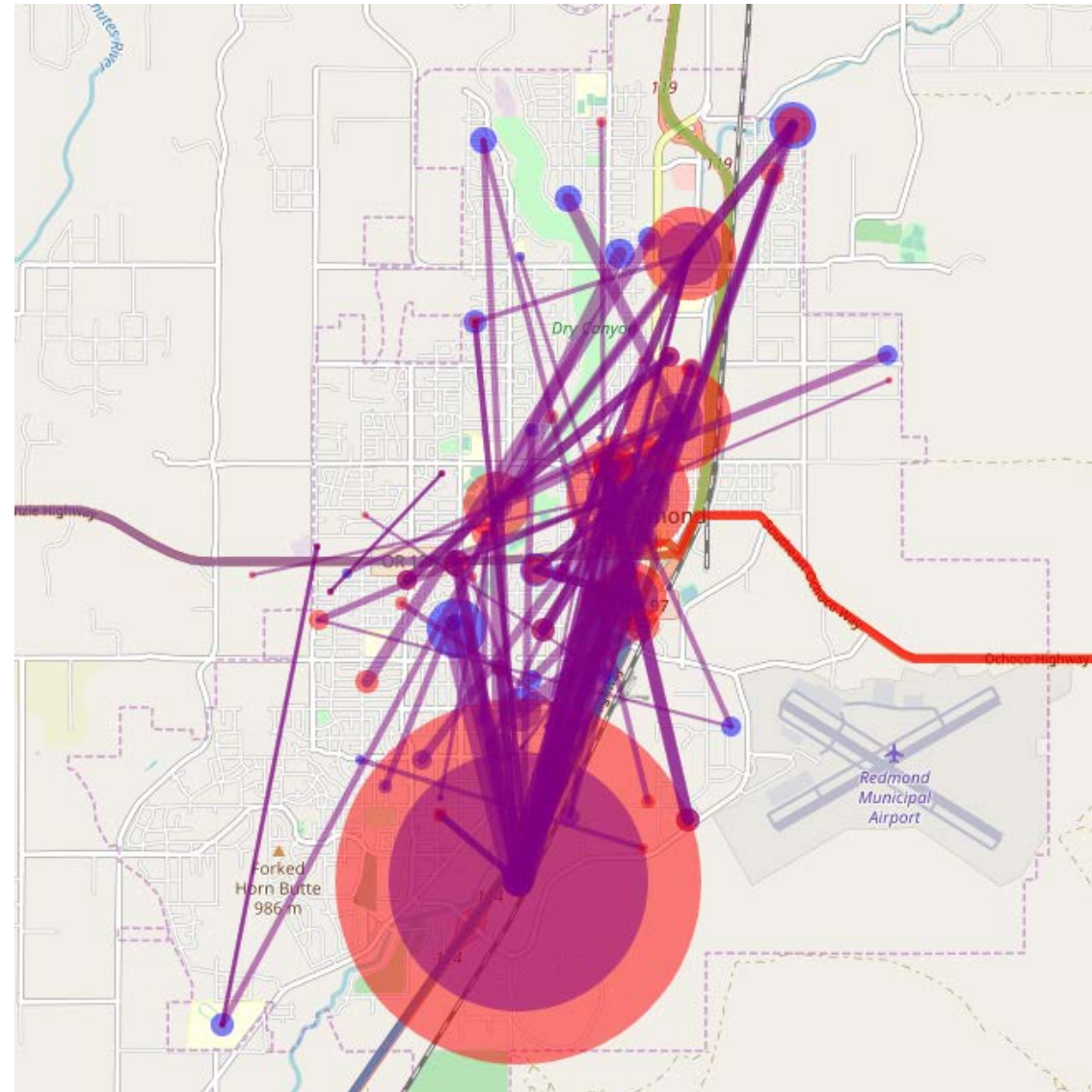
# Input on Near / Short-Term Priorities

## Local Service in Redmond

- Existing Dial-A-Ride
  - Weekdays
  - 6:30 am – 6:00pm
  - At capacity
- Potential Enhancements
  - Fixed-route with ADA Paratransit?
  - Maintain any general public Dial-A-Ride service (low-income seniors)?



Existing Dial-A-Ride Trips (2018)  
Avg. of 1 more trips/week (excludes contract trips)

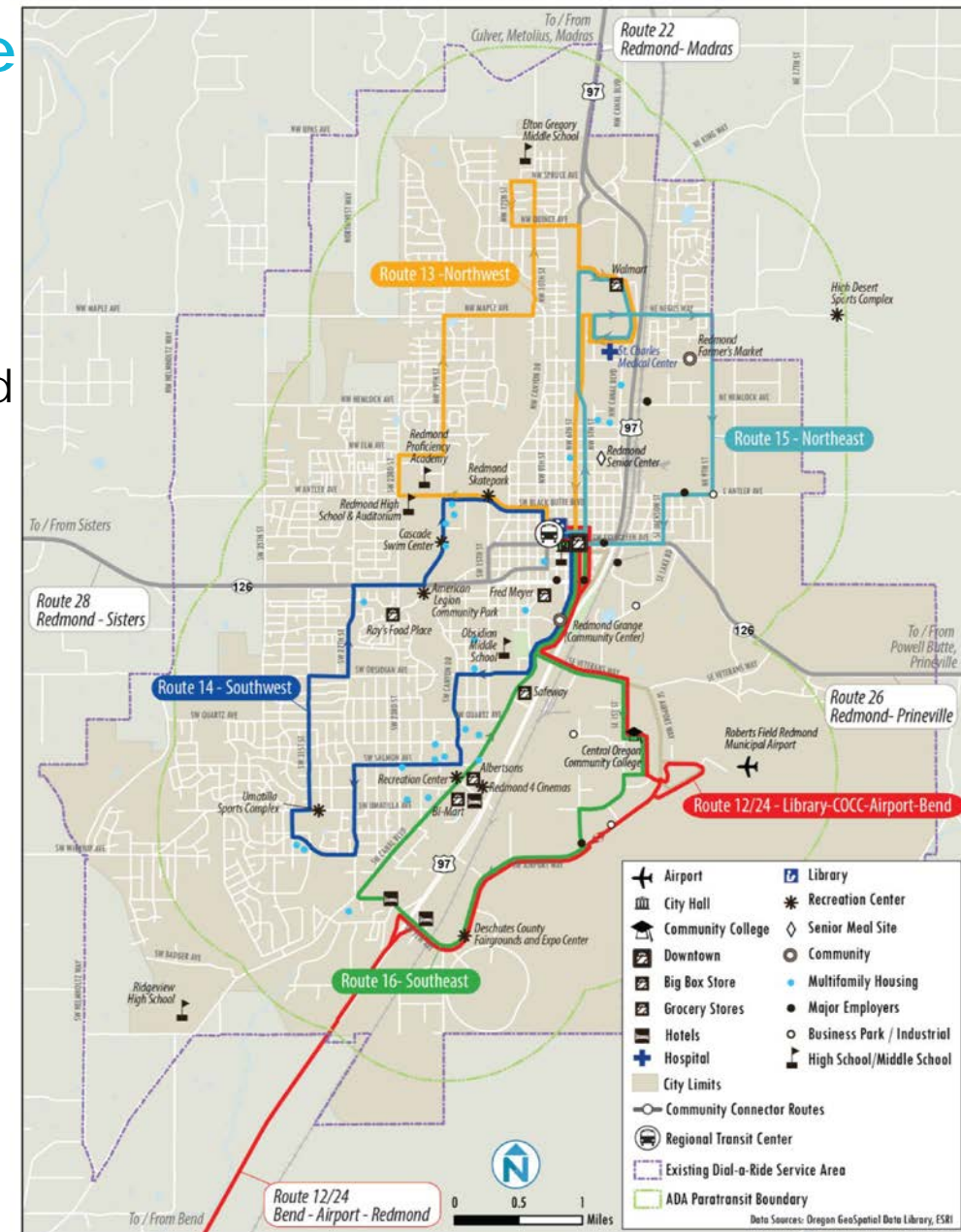


## Local Fixed-Route Service in Redmond:

- 4 Routes:
  - NW, SW, NE, SE
  - Need to revise 2013 concepts for new Redmond hub through transit plan
  - Approx. 40 min frequency
  - Airport connection on Community Connector (Routes 24 and/or 26) or separate route
  
- Service days and hours
  - Weekday?
  - Saturday?
  
- Bus stops
  
- Buses

Input on Near / Short-Term Priorities

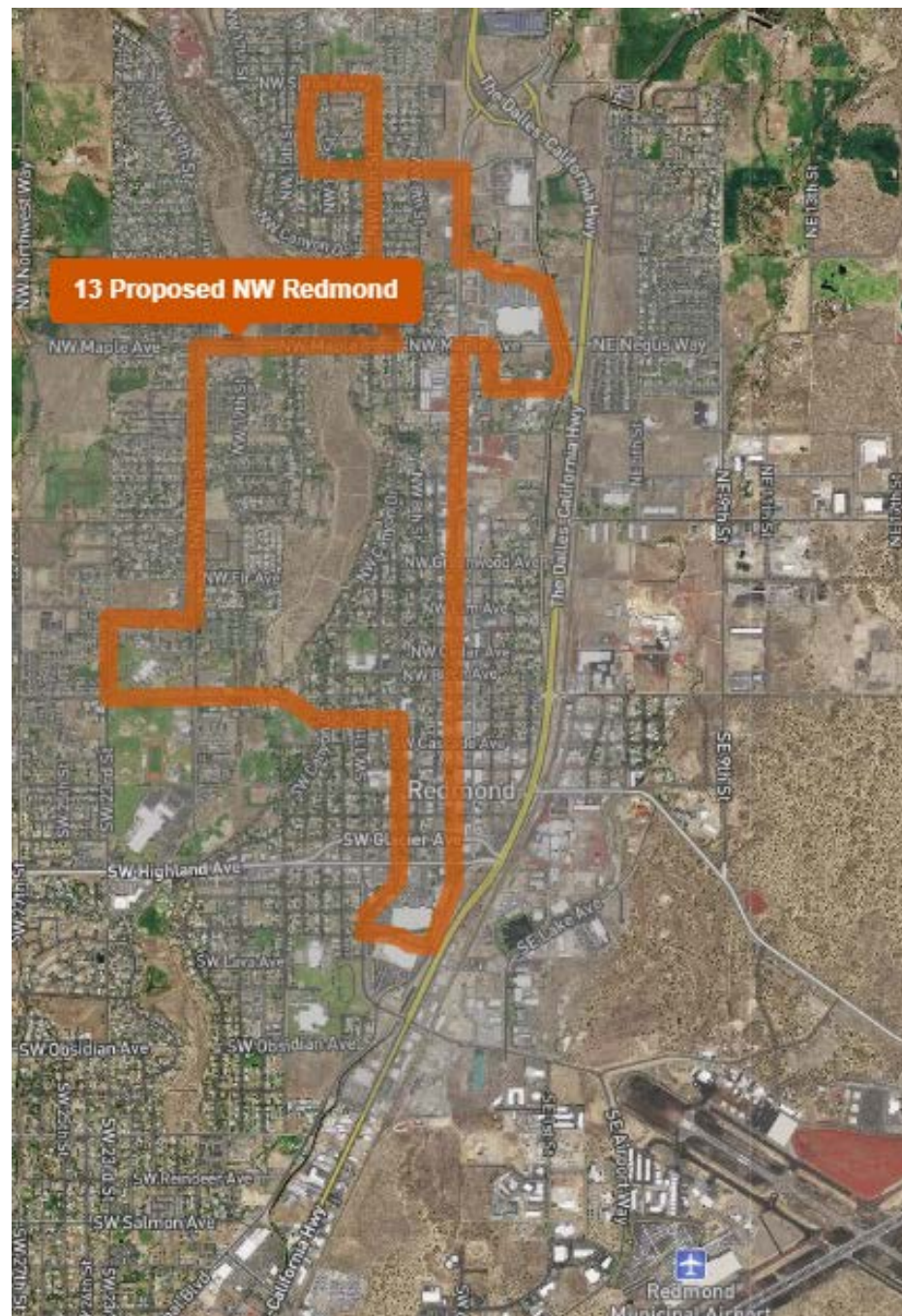
Figure 19 Redmond Mid-Term Service Map (3-10 Years)



## Local Fixed-Route Service in Redmond: Route 13

- Northwest Redmond

Input on  
Near / Short-  
Term Priorities  
for Redmond





## Local Fixed-Route Service in Redmond: Route 14

- Southwest Redmond

Input on  
Near / Short-  
Term Priorities  
for Redmond



## Local Fixed-Route Service in Redmond: Route 15

- Northeast Redmond

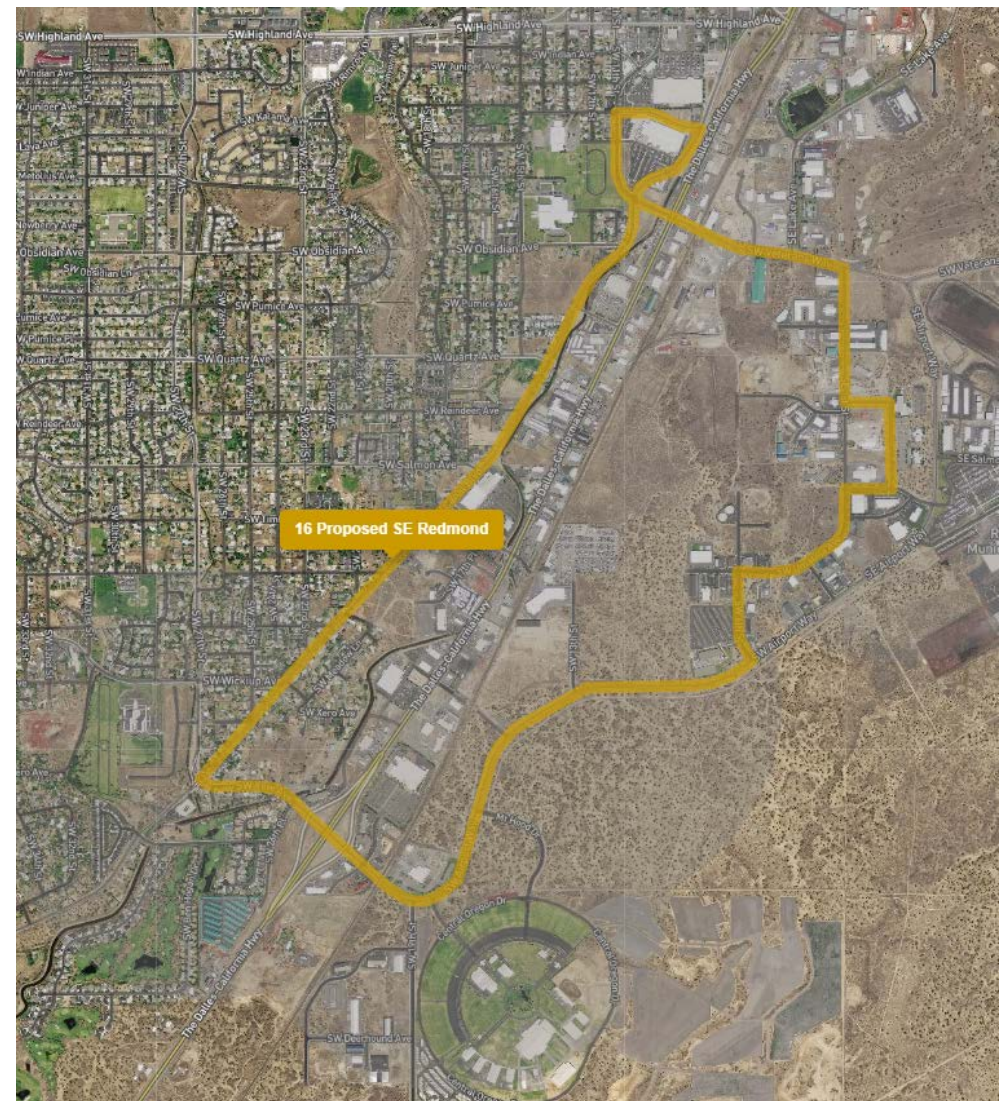
Input on  
Near / Short-  
Term Priorities  
for Redmond



## Local Fixed-Route Service in Redmond: Route 16

- Southeast Redmond

Input on  
Near / Short-  
Term Priorities  
for Redmond

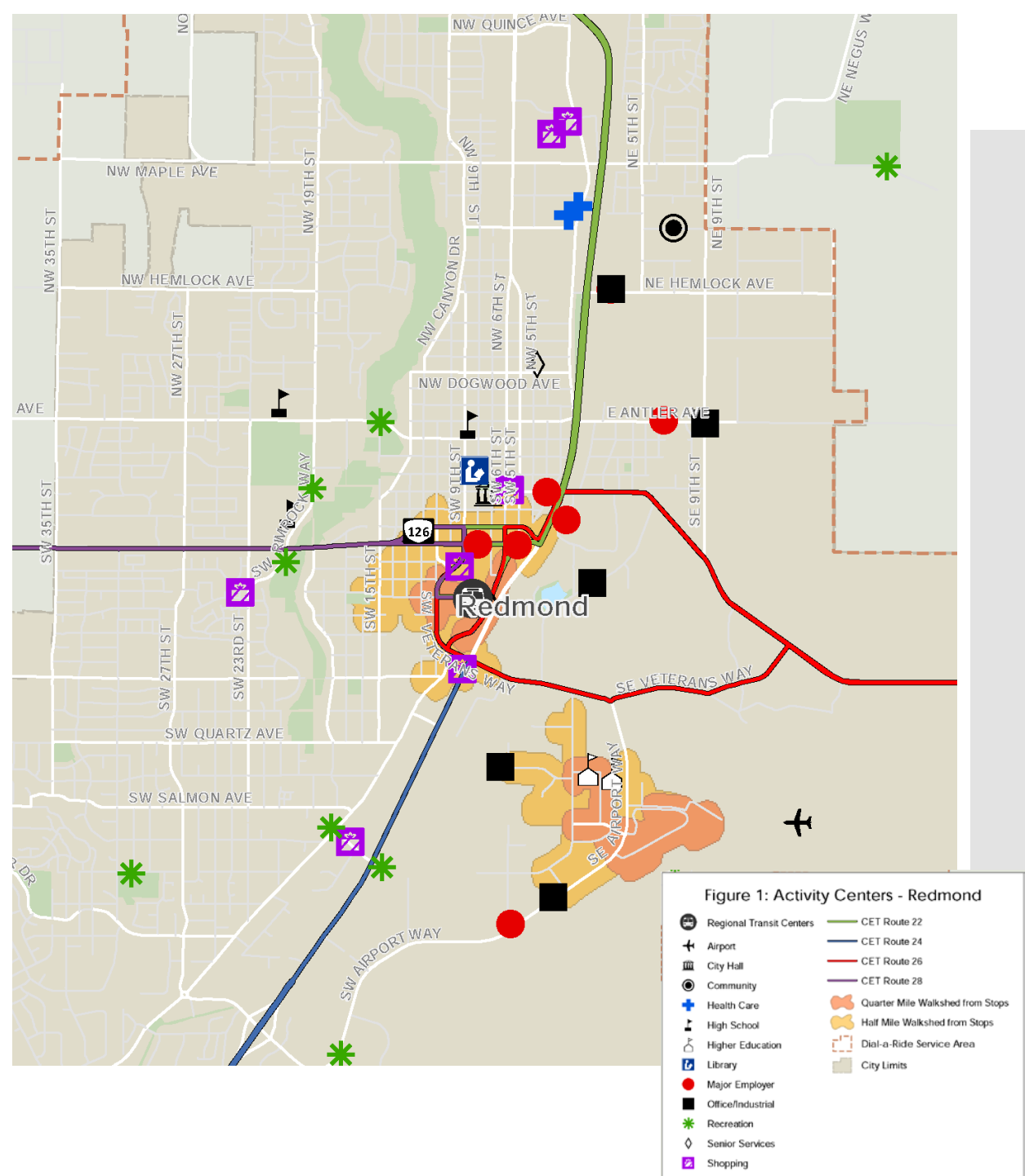




# Input on Near / Short-Term Priorities for Redmond

## Local Service

- Additional local circulation needs?



# Input on Near / Short- Term Priorities

## 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

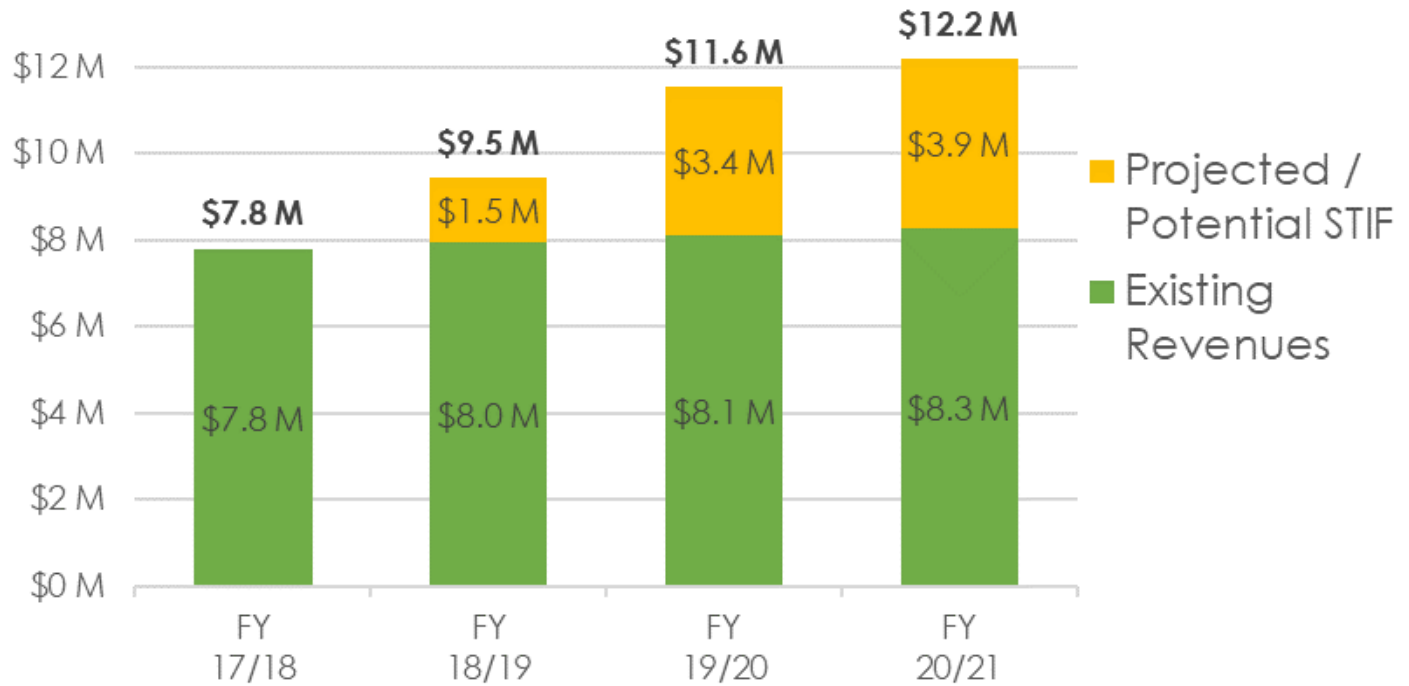
## Additional Short-Term Projects (Beyond FY 2019-2021)

- 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 (possible near-term option)
  - Service to Sunriver area
  - Service to Crooked River Ranch

# 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
- Existing and new funds – total for all four QEs:

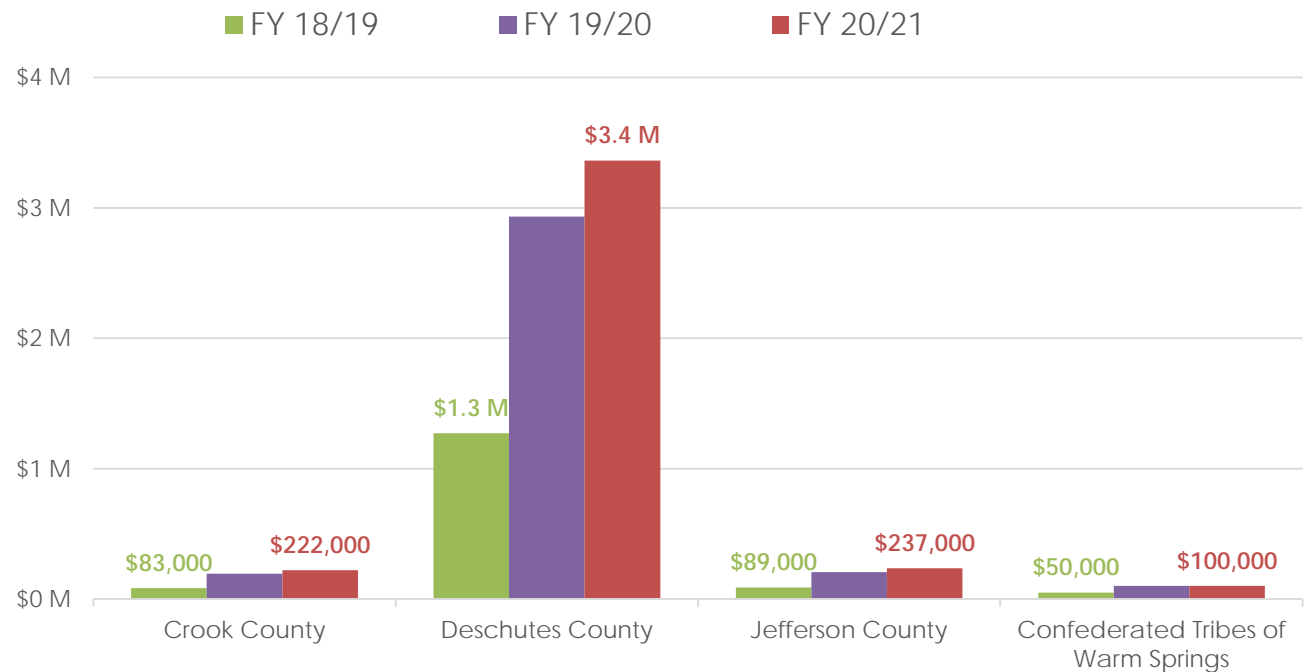




# Memo 3: How to prioritize new funds?

## Statewide Transportation Improvement Fund

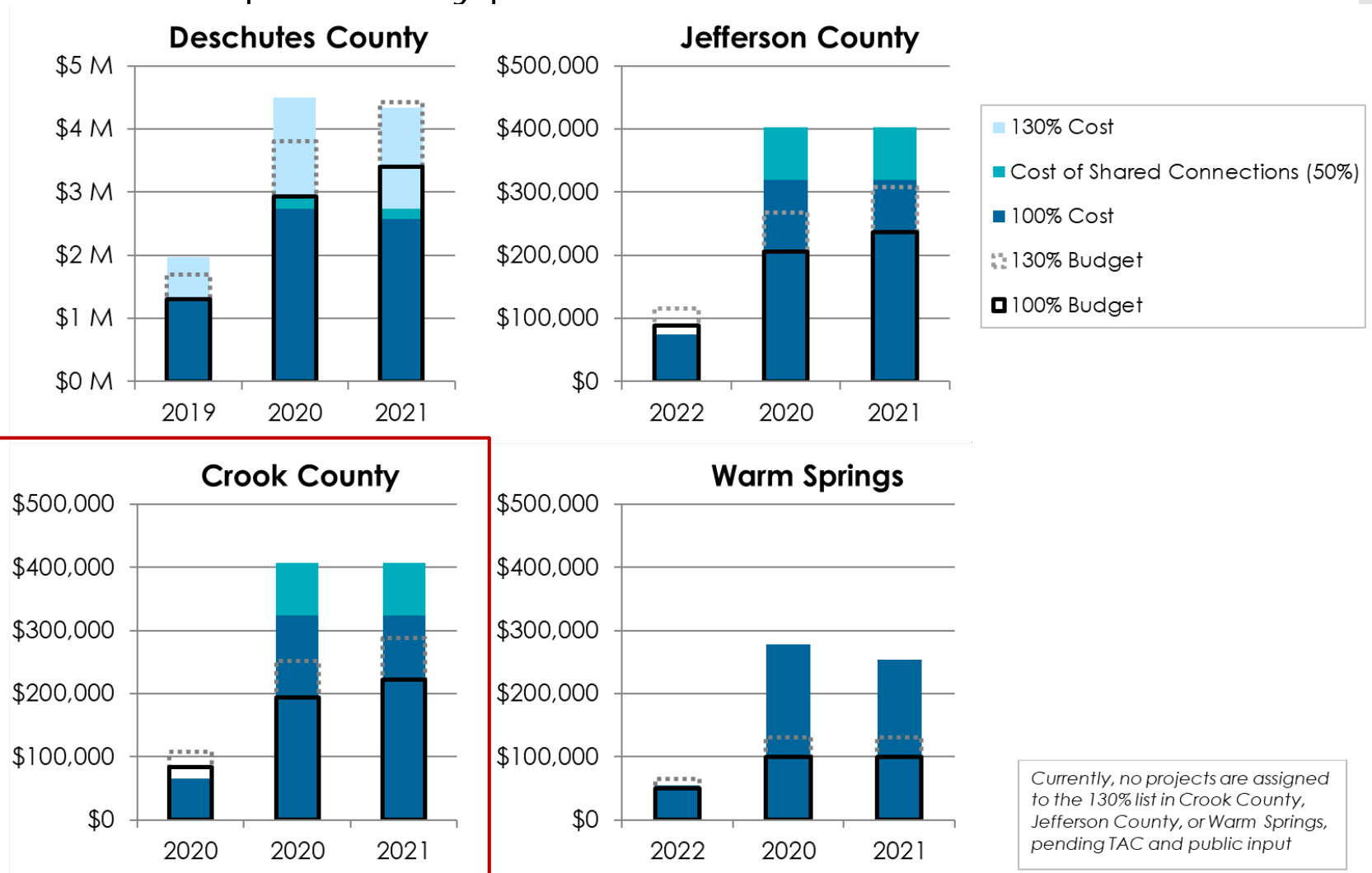
- Qualified Entities (QEs) allocate funds to a ranked list of projects
- Projects may be within one or multiple Qes
- FY 2019: partial year focused on one-time costs
- Goal of Memo 3 and TAC meetings: develop consensus around how to prioritize funds across the region



# 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

# 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