

CET 2040 Transit Master Plan

Local TAC Meeting #2 – Warm Springs
January 22nd, 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

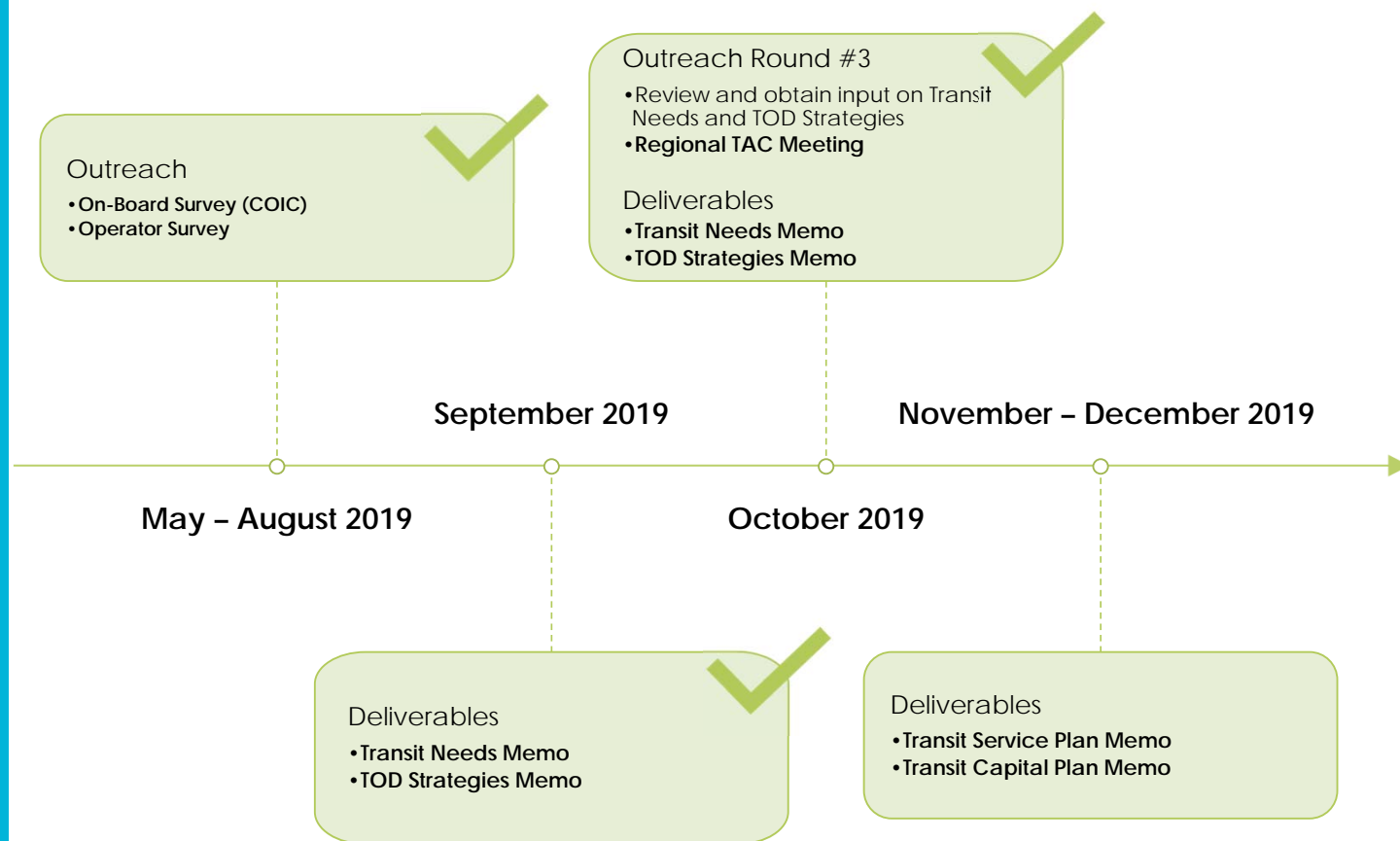


Desired Outcomes

Feedback from TAC on service enhancements proposed for Warm Springs and Community Connector in the short-term, mid-term, and long-term
Project team understands TAC member priorities

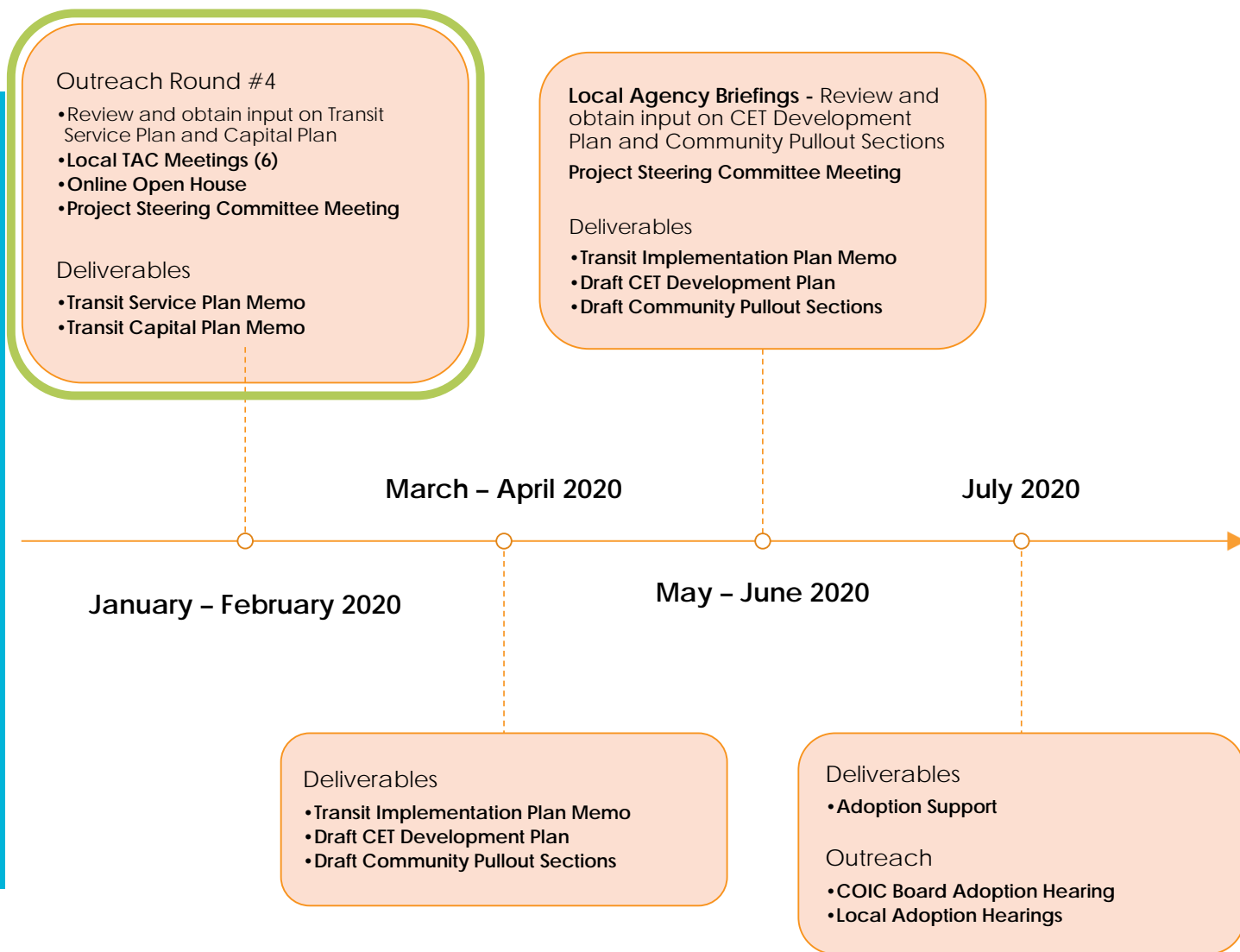
Project Status and Schedule

(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

Memo 6: Plan Phases & Funding Assumptions

Funding Level Assumptions

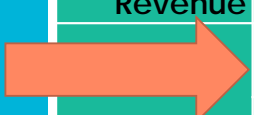
- CET's fiscal year 2019-20 projected revenue budget = \$9.4 million (includes \$3.6 million from STIF)
- May be able to increase to \$16 million annually over 20 years
- Planned phasing and funding levels:
 - Existing: 0-2 years (FY 2019-21, includes STIF)
 - Short-Term: 3-5 years (FY 2022-23 and FY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

Memo 6: Plan Phases & Funding Assumptions

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



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 + 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

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)

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 Median ³	\$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.

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)
- Service and Capital Plan mid-term and long-term recommendations require additional funding
- Starting in the mid-term timeframe, additional funding resources are assumed based on funding scenario C2, 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

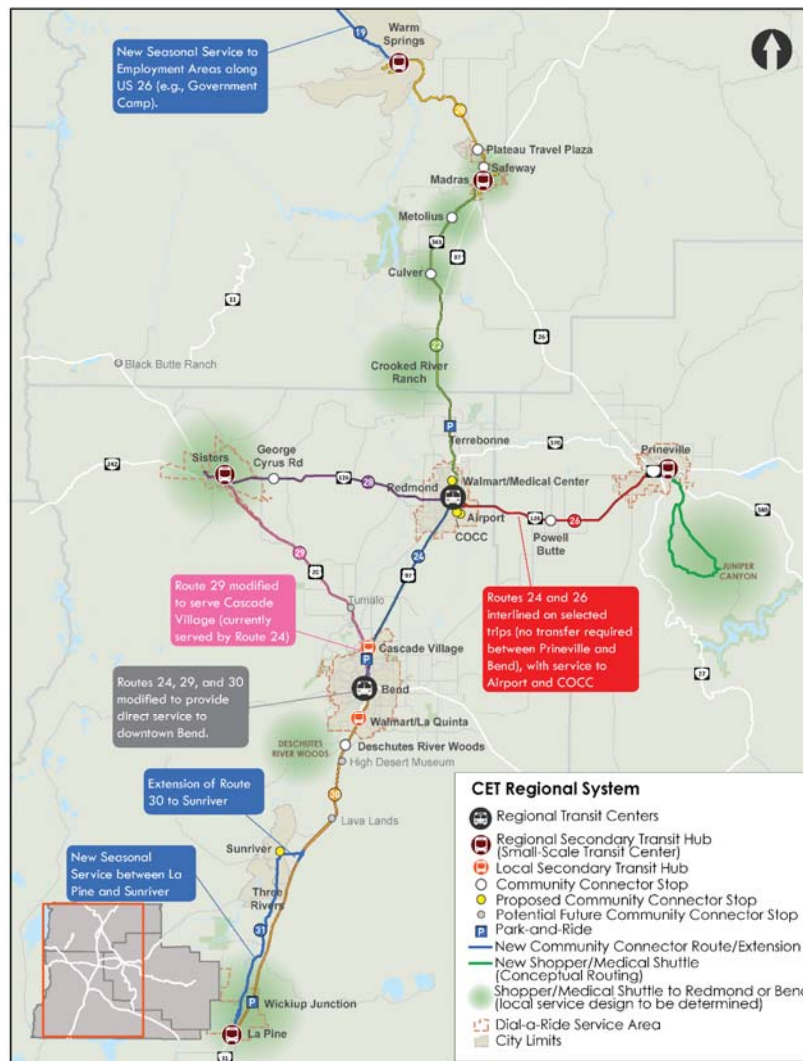
Overall Service Needs

- Existing and future needs for CET intercity system (noted in Needs Memo)

Transit Service Need	Time Frame
More frequent Community Connector service (various routes)	Short to Mid
Community Connector service on Saturdays (various routes)	Short
New Community Connector route between Warm Spring and Government Camp	Short
More direct trips between Prineville and Bend during peak periods (via interlining)	Short to Mid
Service to Redmond Airport (using Route 26) Serve Redmond Airport early morning departures and afternoon arrivals	Short to Mid
Add service to Sunriver (e.g., via Huntington) – possibly include Mount Bachelor). See Needs Memo for details.	Short to Mid

Memo 6: Community Connector Service

Summary of Service Enhancements



Memo 6: Community Connector Service

Modifications to Existing Services

Route 20: Warm Springs-Madras

- Improved connection to Central Oregon Breeze (see Capital Plan)
- Add Saturday service

Memo 6: Community Connector Service

New Services

Route "19": Warm Springs Employment Center Service

- Add service between Warm Spring and regional employment along US 26, such as Government Camp and ski resorts.
 - Phasing options: Initial seasonal service, 5 weekdays per week (Wednesday-Sunday), 4 months per year (December-March) expanding to year-round service.
 - This service could potentially connect to expanded transit options in the Mt Hood area in the future.

Memo 6: Local Service in Smaller Communities

Service Enhancements

Warm Springs

- Develop a local mobility hub, including a stop for the Central Oregon Breeze, existing Route 20, and proposed Route 21.
- Provide Saturday service on Route 20, which includes a local flex-route in Warm Springs.

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

Finance Summary

2

Community
Connector

3

Local Service

4

Fleet and Facility
Requirements

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	\$6,456,000	\$7,011,000	\$8,706,000	\$11,341,000	\$18,928,000	76%
Service Costs - Enhancements	\$0	\$1,986,000	\$1,849,000	\$10,345,000	\$24,268,000	-
Service Costs - Total	\$6,456,000	\$8,997,000	\$10,555,000	\$21,686,000	\$43,196,000	236%
Capital/Match Req't (Average)		\$756,000	\$818,000	\$903,000	\$1,101,000	
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)	\$0	\$893,000	(\$373,000)	(\$10,089,000)	(\$28,297,000)	
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 (Deficit)	\$0	\$893,000	(\$373,000)	(\$4,689,000)	(\$19,497,000)	

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	2023-2025	2026-2030	2031-2040	
Representative Year	2019-2020	2020-2021	2024-2025	2029-2030	2039-2040	
Total Service Cost	\$6,457,000	\$8,997,000	\$10,555,000	\$21,686,000	\$43,196,000	
Existing + STIF Funding	\$6,456,000	\$9,890,000	\$11,000,000	\$12,500,000	\$16,000,000	
By Service Type						
Community Connector	\$1,363,000	\$2,441,000	\$2,861,000	\$4,390,000	\$8,655,000	222%
Fixed-Route	\$2,290,000	\$3,298,000	\$3,896,000	\$11,496,000	\$21,924,000	402%
Dial-A-Ride (All Communities)	\$2,804,000	\$3,258,000	\$3,798,000	\$5,800,000	\$12,617,000	107%
Community Connector						
Warm Springs - Madras: CC	\$229,000	\$273,000	\$340,000	\$442,000	\$802,000	93%
Madras - Redmond: CC	\$233,000	\$474,000	\$134,000	\$754,000	\$1,332,000	224%
Redmond - Bend: CC	\$342,000	\$493,000	\$664,000	\$928,000	\$1,659,000	171%
Prineville - Redmond: CC	\$164,000	\$468,000	\$581,000	\$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	\$198,000	\$133,000	\$355,000	\$460,000	\$861,000	132%
Warm Springs / Employment Areas: CC	\$0	\$79,000	\$99,000	\$0	\$859,000	-
La Pine - Sunriver: CC	\$0	\$214,000	\$266,000	\$345,000	\$576,000	-
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	-
Bend Local Service						
Bend: Fixed-Route	\$2,290,000	\$2,901,000	\$3,595,000	\$9,423,000	\$17,825,000	311%
Bend: Dial-A-Ride (Including microtransit)	\$1,141,000	\$1,181,000	\$1,551,000	\$3,270,000	\$5,918,000	187%
Non-Bend Local Service						
Redmond: Fixed-Route and/or Dial-A-Ride	\$912,000	\$1,381,000	\$1,516,000	\$3,260,000	\$6,411,000	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	\$513,000	\$317,000	\$412,000	\$1,370,000	73%

Memo 6: Summary of Community Connector and Local Service

Finance Summary

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

Memo 6: Summary of Community Connector and Local Service

Phase Name	Warm Springs		
	Existing	Short-Term	Mid-Term
Plan Years	2023-2025	2023-2025	2026-2030
Representative Year	2024-2025	2024-2025	2029-2030
Service Cost	\$153,000	\$327,000	\$296,000
STIF Funding Only	N/A	\$100,000	\$100,000
By Service Type			
Community Connector	\$153,000	\$327,000	\$296,000
Fixed-Route	\$0	\$0	\$0
Dial-A-Ride (All)	\$0	\$0	\$0
Community Connector			
Warm Springs - Madras	\$153,000	\$228,000	\$296,000
Madras - Redmond	\$0	\$0	\$0
Redmond - Bend	\$0	\$0	\$0
Prineville - Redmond	\$0	\$0	\$0
Sisters - Redmond	\$0	\$0	\$0
Sisters - Bend	\$0	\$0	\$0
La Pine - Bend	\$0	\$0	\$0
Warm Springs / Employment Areas	\$0	\$99,000	\$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	\$0	\$0	\$0
Prineville: DAR / Flex-Route	\$0	\$0	\$0

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 - Redmond	<ul style="list-style-type: none"> Maintain existing weekday service (6 daily trips) 	<ul style="list-style-type: none"> Add Saturday service (3 trips) 	<ul style="list-style-type: none"> 6 weekday and 3 Saturday trips 	<ul style="list-style-type: none"> 6 weekday and 3 Saturday trips Add Sunday service (3 trips)
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 or midday trip (7 total) Add midday shopper/medical shuttle trip (5 days) Add 3 Saturday trips 	<ul style="list-style-type: none"> 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

Fleet and Facility Requirements

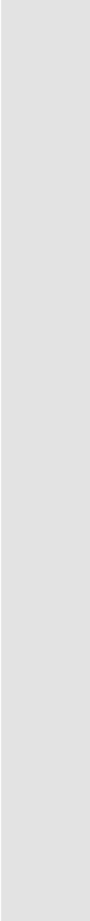
Fleet Requirements

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	33	50	54	7	17	4
Bend	13	15	27	27	2	13	0
Redmond	4	5	8	8	1	4	0
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	0	2	2	-1	2	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	0	1	1	-1	1
Crooked River Ranch - Redmond	0	1	1	1	1	0	0

Memo 6:
Summary of
Community
Connector
and Local
Service



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

2040 TMP Fleet

- 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

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 pedestrian and bicycle access on these routes.

Transit Centers/Mobility Hubs

Memo 7: Transit Facilities

Type	Example Locations	Context (Transit and Land Use)	Mobility Services	Technology Features
Transit Center	<ul style="list-style-type: none"> ▶ Hawthorne Station (or future replacement in central eastside) 	<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 	<ul style="list-style-type: none"> ▶ Real-time information ▶ Off-board fare payment
Secondary Hub	<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 Bend/Old Mill (vicinity of Colorado / Arizona); upgrade if transit center is relocated 	<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 	<ul style="list-style-type: none"> ▶ Real-time information ▶ Off-board fare payment
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"> ▶ City edge for unstructured parking 	<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"> ▶ 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

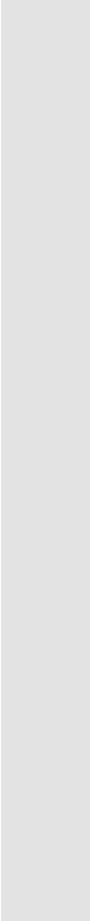
Memo 7: Transit Facilities

Transit Centers/Mobility Hubs

- The Needs Analysis (Memo 4) identified the need for a new, small-scale transit center in Warm Springs and Madras
- This is estimated to cost approximately \$1 million each



Memo 7: Transit Facilities

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

Next Steps

Meetings

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