

JULY 15 REGIONAL PUBLIC TRANSPORTATION ADVISORY COMMITTEE (RPTAC) AND PROJECT STEERING COMMITTEE MEETING (PSC) AGENDA

JULY 15, 2020: 1:30 – 3:30 PM

ZOOM MEETING: [HTTPS://US02WEB.ZOOM.US/J/81645514712](https://us02web.zoom.us/j/81645514712)

PHONE OPTION: 1-346-248-7799 (MEETING ID: 81645514712#)

AGENDA

MEETING PACKET

<http://cettransitplan.com/websites/56/pages/328>

MEETING PURPOSE

- ▶ Introduce new RPTAC committee members
- ▶ Provide an overview of CET services and COVID-19 public health updates
- ▶ Update PSC members on project status and schedule
- ▶ Provide an overview of the Draft Transit Master Plan (TMP)
 - ▶ COIC and Local Agency Implementation Plans
- ▶ Discuss next steps

DESIRED OUTCOMES

- ▶ Feedback from PSC on Draft TMP
- ▶ Confirmation of consensus on service and capital plans
- ▶ Clarity on recommended implementation plans
 - ▶ COIC
 - ▶ Local Agencies
 - Comprehensive plan transit-supportive policy statements
 - Development code amendment recommendations

TIME	SUBJECT	LEAD PRESENTER	GUIDANCE REQUESTED
1:30	Welcome and Introductions	Derek Hofbauer/COIC	
1:40	Approval of agenda	Derek	Committee approval of agenda
1:45	Public Comment	Derek	
1:50	Review and approval of March 11 meeting minutes	Derek	Committee approval of meeting minutes
1:55	CET Service and COVID-19 Updates	Derek	
2:05	Project Status and Schedule	Andrea	Confirm Understanding, Questions for Clarification
2:10	Draft TMP	Andrea	Are the draft service and capital plan projects consistent with what we have discussed previously, and do you have any concerns about CET's plans or priorities?
2:50	COIC and Local Agency Implementation Plans	Andrea	Do you have any questions about the recommended implementation plans?
3:15	Next Steps	Andrea/Derek	
3:30	Adjourn		



Wednesday, March 11
1:30 pm to 3:30 pm
COIC offices in Bend
334 NE Hawthorne Ave.



MEETING MINUTES

Meeting Attendees:

Annie Marland – Age Friendly Sisters
Richard Ross – RPTAC Chair
Tyler Deke – Bend MPO
Kim Curley – Commute Options
Sally Jacobson – CTAC
Gavin Leslie – CTAC
Heidi Hagemeyer – High Desert Museum
Casey Bergh – OSU-Cascades
Theresa Conley – ODOT
John Baldwin – Housing Works
Brooke Eldrige – Abilitree
James Halliday – Confederated Tribes of Warm Springs
Deborah McMahon – City of Redmond (phone)

Members of the public:

Sara Russell
David Olewiler
Zach Coda

COIC/CET Staff:

Derek Hofbauer
Andrea Breault
Ashley Hooper
Rachel Zakem

Welcome and Introductions – Richard Ross, RPTAC Chair

- Attendees were asked to sign in and make introductions to the group.

Public Comment

- No public comment.

Review and Approval of December 4 Meeting Minutes – Richard Ross, RPTAC Chair

- Chair Ross asked the committee to review and approve the December 4 meeting minutes. Minutes were unanimously approved by the committee.

CET Updates – Andrea Breault, CET/COIC

- Ms. Breault provided an overview of recently implemented Statewide Transportation Improvement Fund (STIF) projects, which include Saturday service on many regional routes, the

procurement of new buses to support expanded services, and planning for the new La Pine-Sunriver service launching in May 2020.

Project Status and Schedule – Andrea Breault, CET/COIC

- Ms. Breault explained that the Transit Master Plan update is three-quarters through the planning process with the goal of formal adoption by the COIC Board of Directors this summer.

Proposed Service Plan Overview – Andrea Breault, CET/COIC

- The proposed Service Plan provides an overview of plan time frames, funding/cost assumptions, and possible future services.
- The proposed Capital Plan provides a framework for the capital investment needed to support these services.
- The Statewide Transportation Improvement Fund (STIF) program provides dedicated funding through a state payroll tax to invest in public transportation service expansion with a focus on low-income communities.
- The budget includes the following funding types: FTA, ODOT, contract revenue, local general funds, farebox, and one-time revenue opportunities through grants, and advertising. The Service Plan phases and funding assumptions are calculated based on the following timeframes: Existing 0-1 Years (FY 2019, includes initial implementation of STIF), Near-term: 1-2 Years (FY 2020-2021, 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).
- There are several additional funding sources that CET could pursue, such as a property tax, employer-based payroll tax, or transit utility fee.
 - Mr. Leslie mentioned that TriMet utilizes a local income tax in the City of Portland.
 - Ms. Breault responded that House Bill (HB) 2745 allows COIC to seek voter approved funding when and if communities choose to pursue transit funding.
 - Ms. Jacobson asked if HB 2745 makes COIC a transit district.
 - Ms. Breault responded that COIC is a Council of Governments (COG) and not a transit district. Under the current scenario, STIF funds allocated to four separate Qualified Entities (QE) in Central Oregon (Deschutes, Crook, and Jefferson Counties and Warm Springs) and then reimbursed to COIC. As a transit district, the funds would likely get disbursed directly to COIC, thereby avoiding excessive administrative burden. Some of the funding scenarios are based on the future possibility of CET/COIC becoming a transit district.
- Chair Ross mentioned that CET is operated by COIC, which is a COG designated by ORS 190, but is not a tax district. Are there other agencies in Oregon that are operated by a COG?
 - Ms. Curley noted it is rare for COGs to operate transit services in Oregon. While the new STIF dollars are important for the region, it is also an example of the high-level of administrative burden carried by COIC. In this case, funding cannot go directly to COIC/CET and must be allocated to the three counties Warm Springs first—this means four separate processes for each QE and reimbursements to cover high cost items, such as fleet and infrastructure.

- The Service Plan outlines the following proposed service enhancements:
 - Route modifications to move toward a more decentralized transit system and away from the current hub-and-spoke model, which will relieve pressure at Hawthorne Station.
 - Increased frequency on the major N/S/E/W corridors
 - Phasing of mobility hubs
 - Ms. Conley asked for an overview of the mid-to-long term goals for Hawthorne Station.
 - Ms. Breault responded that the goal is to have reduced capacity at Hawthorne Station. One advantage of Hawthorne Station's current location is its proximity to major activity at Greenwood and 3rd street, which are the city's two major corridors. The addition of mobility hubs in geographic quadrants will relieve pressure from the current hub-and-spoke model.
 - Mr. Leslie asked if there are other efforts supporting mobility hubs in Bend.
 - Ms. Breault responded that there are efforts outside the Transit Master Plan process through smaller grants (like the TGM grant with the Bend MPO) to support mobility hubs.
 - Chair Ross added that in Portland local business are engaged through bus stop sponsorships and this process could be replicated in Bend for future mobility hubs.
 - The community pull-out sections that will be include in the Transit Master Plan will provide an overview of current services and possible future service with varying funding scenarios.
 - Mr. Halliday asked if there is a plan to serve Tumalo in the future.
 - Ms. Breault responded that the CET does not currently stop in Tumalo due to safety concerns with the current road infrastructure, but she is working closely with ODOT regarding future improvements in this area that will make that intersection safer.
 - Chair Ross asked if there are plans to connect Prineville to East Bend.
 - Mr. Hofbauer added that there is a current STIF project for vanpool and CET is working with Commute Options to explore those opportunities, particularly focusing on businesses that are east of Bend such as the Facebook facility.
 - Ms. Eldridge mentioned that Sisters is known as a great place to age, but there is very little transit service. How is CET addressing this gap in service?
 - Ms. Breault added that a future project could include a local circulator to provide people with more service and stops within Sisters.
- Mr. Olewiler asked for a definition of microtransit.
 - Ms. Breault responded that microtransit is not a traditional scheduled service, but an on-demand model with an emphasis on shared rides, like Uber or Lyft.
- Ms. Hagemeyer added that conversations have started between CET and the High Desert Museum to explore a possible future service to the museum. The focus of these discussions is along Highway 97 to ensure safe access to the museum for buses.

- Ms. Marland asked if Hoodoo was considered for future recreation service.
 - Ms. Breault responded she is working with the City of Sisters regarding opportunities to serve Hoodoo; however, there has been a hesitation to provide transit service due to inconsistent snow and a small employment base.

Proposed Capital Plan Overview – Andrea Breault, CET/COIC

- Ms. Breault shared that CET will transition to a smaller, more nimble fleet and exploring hybrid and low-emission vehicles for the future. CET is monitoring other transit agencies, like RVTB, to learn how they manage these new vehicles and learn from their experience. Low floor buses are important because they provide more accessibility to passengers that experience mobility challenges, but they are not suited for inclement winter weather conditions.
- Mr. Coda encouraged CET to look at buses that can board people in wheel chairs more quickly.
 - Ms. Breault mentioned CET is currently exploring these opportunities. CET's fleet includes four Gillig buses, which are equipped with an ADA ramp (not a lift) to speed up boardings.
- Mr. Coda asked if future service to Deschutes River Woods has been considered.
 - Ms. Breault responded that more public input in this area is necessary to identify potential demand for transit service. CET is exploring deviated flex service or microtransit as future service options in this area.

Local TAC Meetings and Virtual Workshop Feedback – Derek Hofbauer, CET/COIC

- Local Technical Advisory Committee (TAC) meetings were held in La Pine, Bend, Sisters, Redmond, Madras, Warm Springs, and Prineville to discuss the draft service and capital plans developed by the consultant team.
- In addition to the local TAC meetings, a Virtual Workshop was available for public feedback. In addition to the online survey, CET staff collected paper surveys on buses and at Hawthorne Station to capture input directly from riders.
- Ms. Marland mentioned that she would like to see more outreach and increased ridership in Sisters. She believes adding a midday run from Bend to Sisters is very important for future ridership.
 - Mr. Hofbauer responded there are opportunities provide enhanced travel training via organized group trips to encourage more people, especially older adults, to use transit for trips to the doctor, store, or to visit friends and family.

Review Plan Goals and Objectives – Andrea Breault, CET/COIC

- Ms. Breault asked the group if any updates are needed for the goals and objectives of the Transit Master Plan.
- Objective 1: "Develop and maintain a public transportation system that is well integrated with local communities, planning documents, and partner agencies."
 - Mr. Leslie suggested separating the objective into two sentences.
 - Mr. Halliday suggested changing "local communities" to "community partners."
 - The committee approved of the suggested changes for language concerning Objective 1.

- Objective 2: “Provide convenient and attractive public transportation choices for users throughout Central Oregon both within and between communities.”
 - The committee approved the existing objective language.
- Objective 3: “Make riding easy and comfortable with improved stop amenities and “how to ride” information readily available to residents, employees, and visitors.”
 - Chair Ross suggested “Easy, comfortable, and safe riding.”
 - Mr. Bergh suggested adding language around education/awareness of transportation services.
 - The committee approved the new objective 3 language with the suggested changes.
- Objective 4: “Enhance transit options to provide a time and cost competitive alternative to traveling by automobile and increase transit ridership while reducing automobile dependency.”
 - Mr. Halliday mentioned that this daughter rode the CET bus to get to school because it took less time than the school bus.
 - Mr. Olewiler added that this is the most important goal for CET to achieve.
 - Mr. Leslie added that incentives should be utilized as a tool to encourage the community to use transit.
 - The committee approved the new objective 4 language.
- Objective 5: “Evaluate emerging technologies and transit service models and how they might be used to support transportation options in Central Oregon.”
 - The committee approved the language of the objective.

RPTAC Membership Update – Derek Hofbauer, CET/COIC

- Mr. Hofbauer explained that in addition to launching a robust public recruitment process across our region, current members of the RPTAC committee were asked to submit formal applications to ensure a consistent process for all committee member positions. Overall, 36 applications were received.
- RPTAC typically consists of 13 member positions; however, staff are proposing adding four additional committee positions to include the designated STIF representatives for a total of 17 members.
- A final decision for RPTAC members will be made by the COIC Board of Directors in May. RPTAC will make a recommendation to the COIC board regarding the Transit Master Plan update during the adoption phase of the plan.

Next Steps/Adjourn – Andrea Breault, CET/COIC

- The next RPTAC/Project Steering Committee will likely be scheduled during the summer. Mr. Hofbauer will reach out to the committee via email with more specific information.
- Next steps include a draft Transit Development Plan and Implementation Plan Local Agency Briefings by summer 2020.

CET 2040 Transit Master Plan

RPTAC and PSC Meeting Presentation

Draft Transit Master Plan Review

July 15, 2020

Meeting Purpose and Desired Outcomes

Meeting Purpose

Update PSC members on project status and schedule
Provide overview of Draft TMP
Provide overview of COIC and Local Agency Implementation Plans
Discuss Next Steps

Desired Outcomes

Feedback on Draft TMP
Confirmation of consensus on service and capital plans
Clarity on recommended implementation plans

- COIC
- Local Agencies
 - Comprehensive plan policy statements
 - Development code amendments

Meeting Agenda

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CET Service & COVID-19 Updates



CET provides service for essential trips (doctor's appointment, grocery store, pharmacy, or job), encourages social distancing, operates without fares to minimize customer and driver interactions, and conducts enhanced levels of cleaning for buses and facilities.



Following new OHA guidelines, visual cues are posted on all buses for social distancing, maximum capacity implemented on-board all vehicles, continued enhanced cleaning for all CET vehicles and facilities.



March

April

May

June

July

Bend Fixed-Route and Community Connector service is reduced to Saturday schedules on weekdays and Saturday service is suspended. Bend Dial-A-Ride service is suspended on the weekends. Face coverings required on-board all CET vehicles.



CET returns to regular weekday schedules for all services (Saturday service remains suspended)

Following new statewide requirements, all CET customers and staff must wear a face covering inside vehicles and facilities.

Route 31: New Summer Shuttle Connecting La Pine & Sunriver

June 1 – September 7

Free summer shuttle service between La Pine and Sunriver

Access to job opportunities and medical services

Frequent service to align with various work shifts, seven days a week

Reduces traffic and parking congestion

Continued efforts to mitigate the spread of COVID-19

LA PINE TO SUNRIVER FREE SUMMER SHUTTLE

HOP ON THE FREE SHUTTLE FOR YOUR
COMMUTE, DOCTOR'S APPOINTMENT
OR RUNNING ERRANDS - IT'S FREE!

OPERATES SEVEN DAYS A WEEK
THROUGH LABOR DAY!



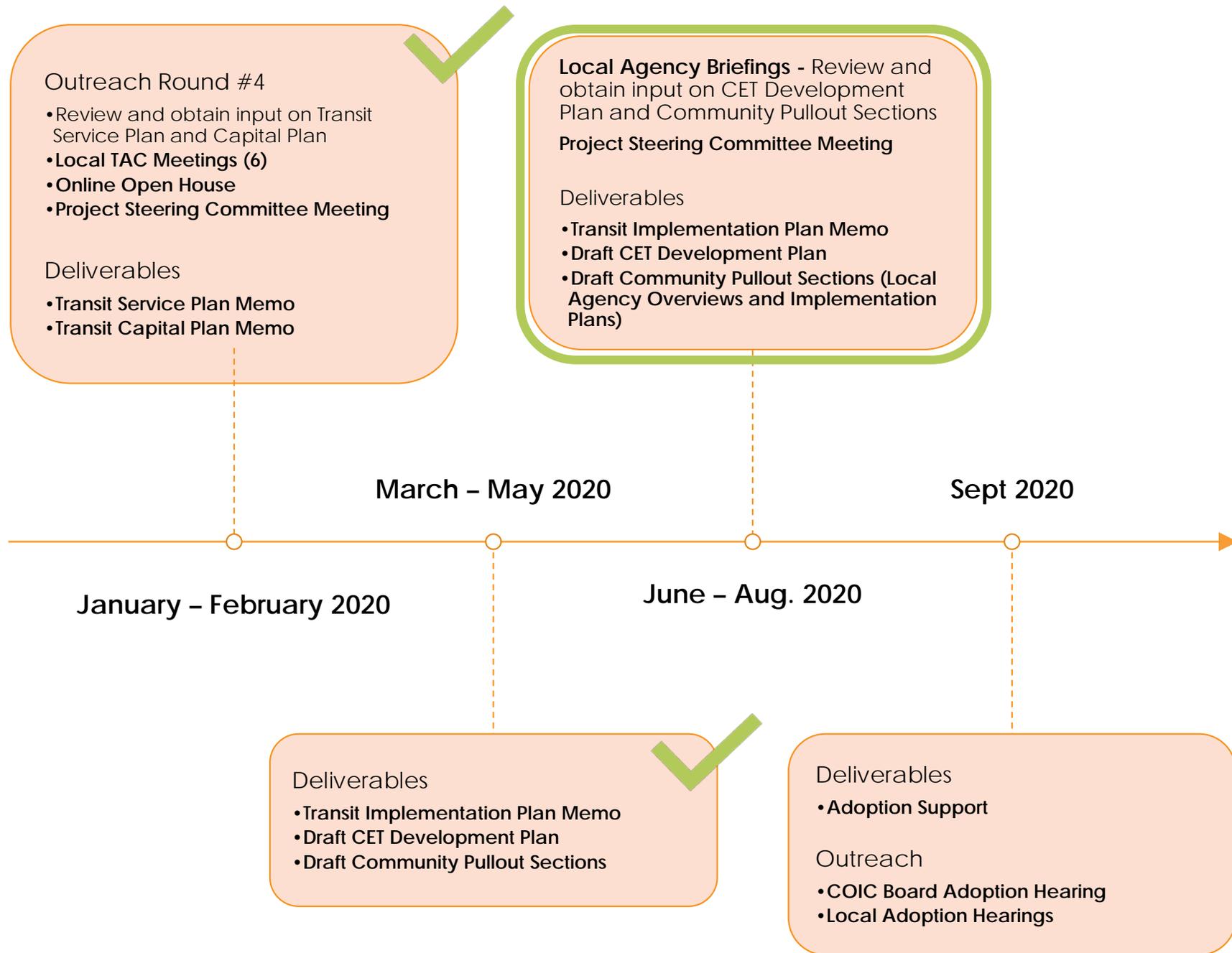
CascadesEastTransit.com
541-385-8680

CET regularly disinfects high-touch surfaces, provides hand sanitizer on buses, requires face coverings for drivers and passengers, and limits seating to maintain 3 feet of distance between passengers and 6 feet from drivers

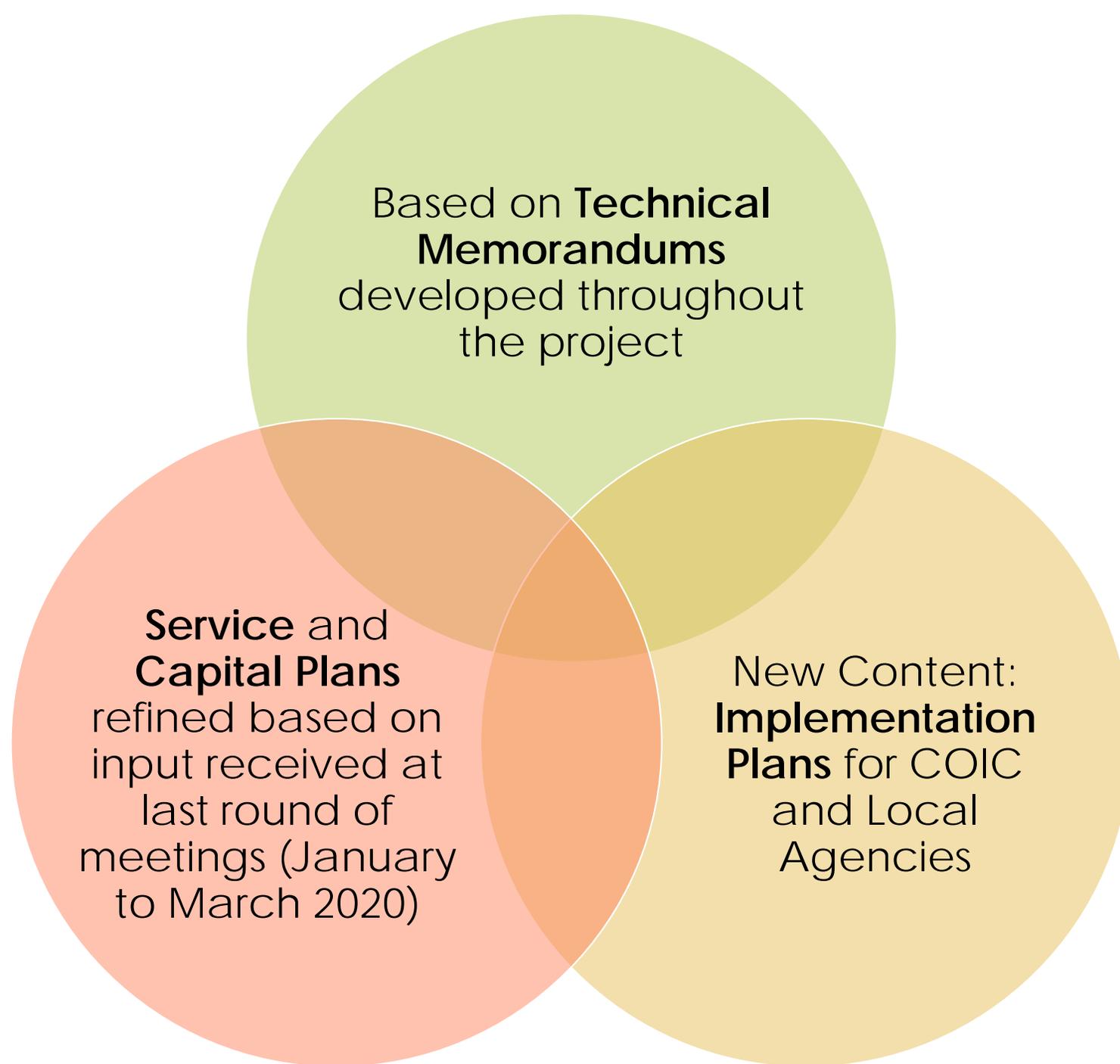


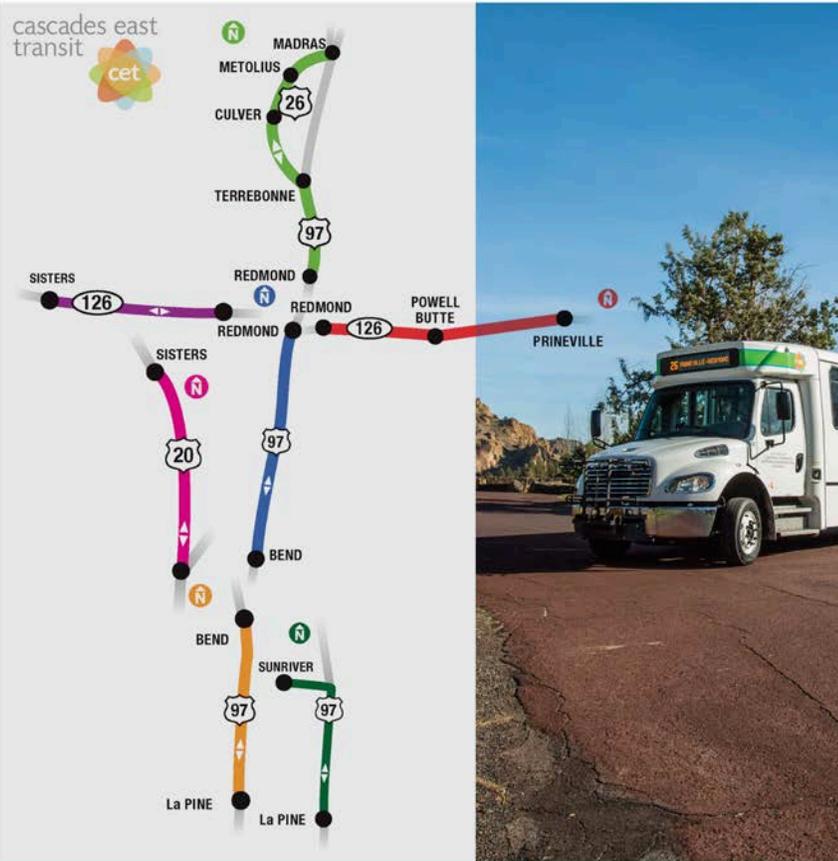
Project Status and Schedule

(Months 15-23)



Draft Transit Master Plan



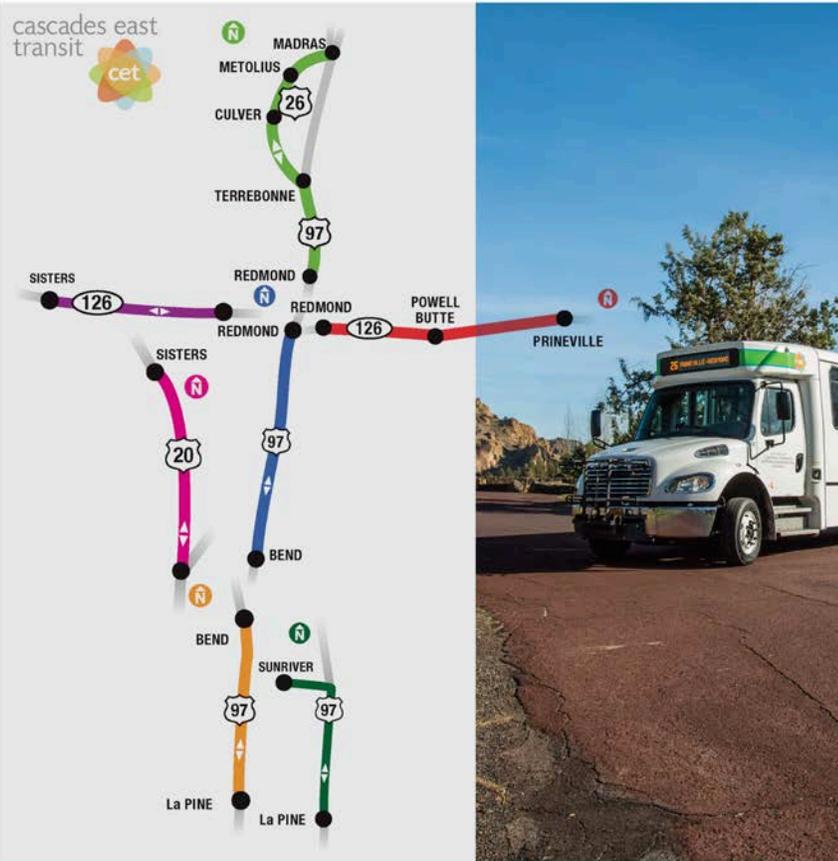


CASCADES EAST TRANSIT (CET)
2040 TRANSIT MASTER PLAN
2020

TMP Outline

Executive Summary

- 1.0 TMP Context
- 2.0 Stakeholder Involvement
- 3.0 Vision & Goals
- 4.0 Baseline Conditions
- 5.0 Needs Assessment
- 6.0 Service Alternatives Analysis
- 7.0 Financial Assessment
- 8.0 Transit Master Plan
- 9.0 Implementation



CASCADES EAST TRANSIT (CET)
2040 TRANSIT MASTER PLAN
2020

TMP Appendices

Technical Appendix – Volume 1

Local Agency Overviews and Implementation Plans

Crook County

Prineville

Deschutes County

Bend

La Pine

Redmond

Sisters

Jefferson County

Madras

Warm Springs

Public Involvement Summary

Title VI Report

Technical Appendix – Volume 2 (Final Technical Memos)

Existing Conditions Memo

Planning Precedent Memo

Needs Memo

Transit-Supportive Development Strategies Memo

Bend Supplemental Memo –Existing Conditions

Bend Supplemental Memo –Needs

Bend Supplemental Memo – First-Mile/Last Mile Strategies

Service Plan Memo

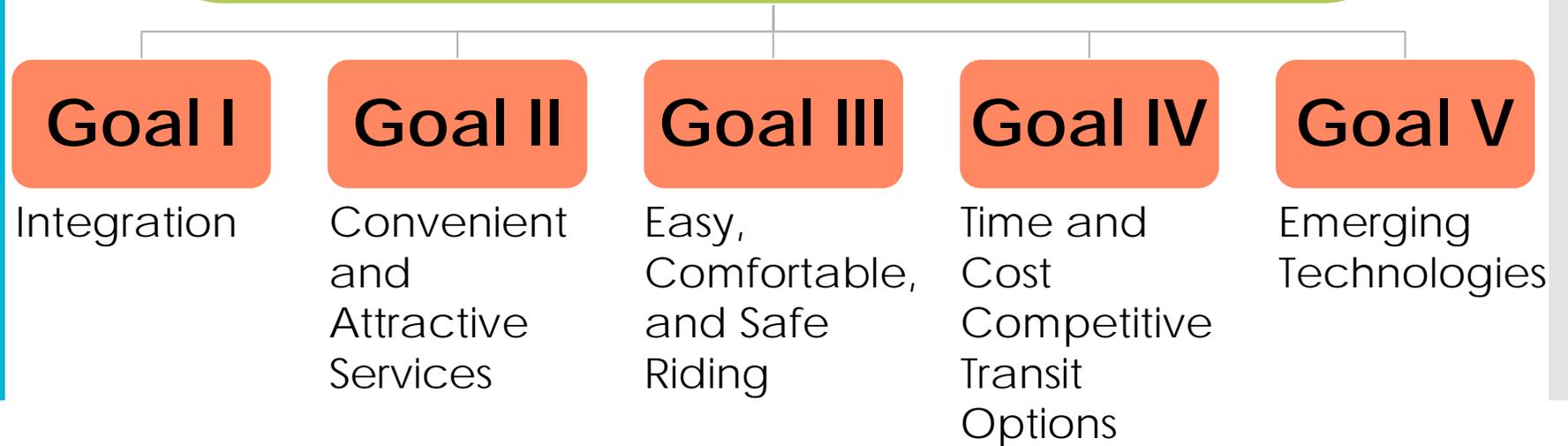
Capital Service Plan Memo

Implementation Plan Memo

Draft Transit Master Plan: 3.0 Vision & Goals

Transit Vision

Provide public transportation choices for all users that are safe, accessible, and efficient to support communities with a balanced transportation network needed for mobility, equity, and economic growth.



Draft Transit Master Plan: 4.0 Baseline Conditions

4.1 Demographics

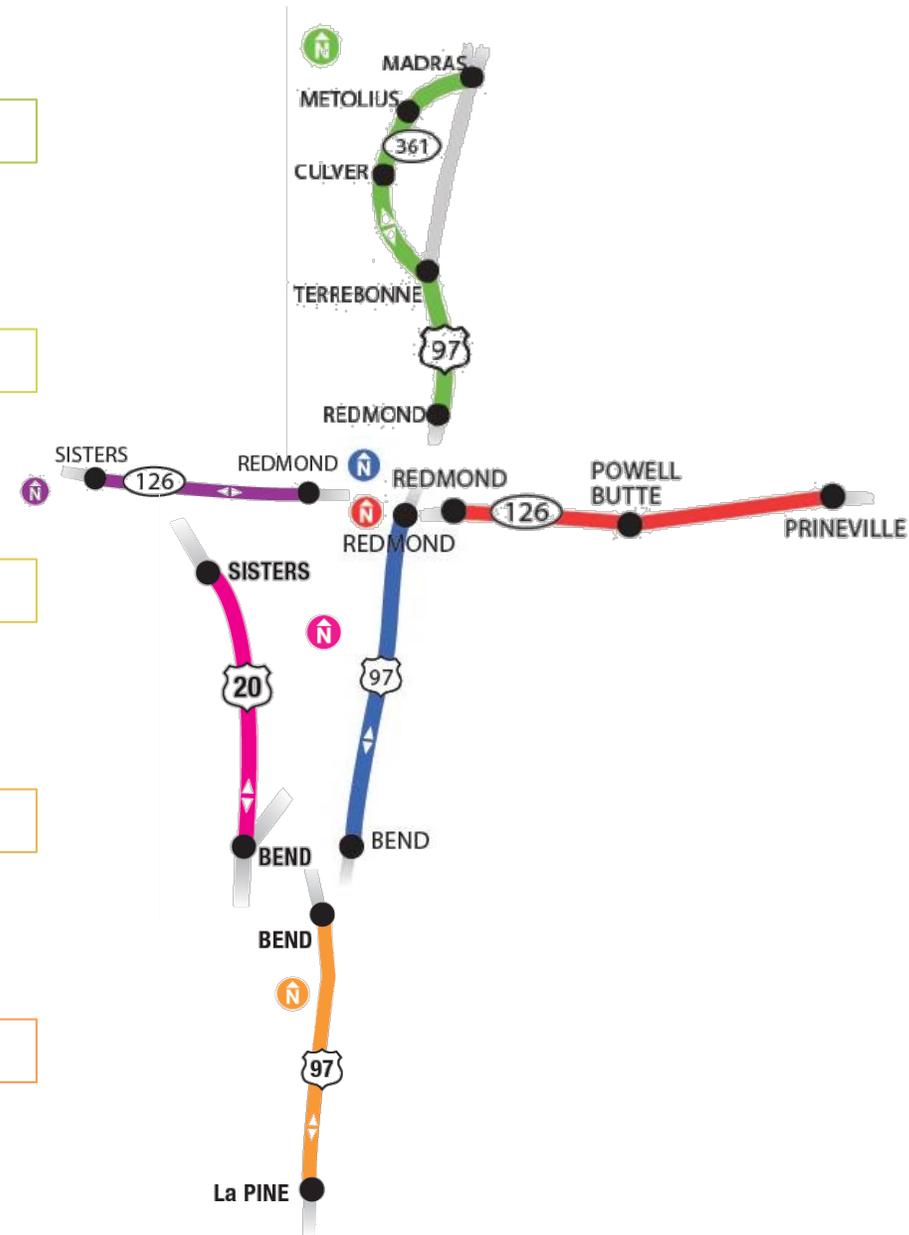
4.2 Current Transportation Services

4.3 Capital Inventory

4.4 Trip Purpose and Travel Demand

4.5 Land Use and Population and Employment Densities

4.6 Bicycle and Pedestrian Access to Transit



Draft Transit Master Plan: 5.0 Needs Assessment

5.1 Current Transit Needs

- Current transit service, capital, programs, and operations needs; needs based on population and employment density; and airport needs

5.2 Future Transit Needs

- Future transit service and capital needs

Draft Transit Master Plan: 6.0 Service Alternatives Analysis

6.1 Transit Service Types

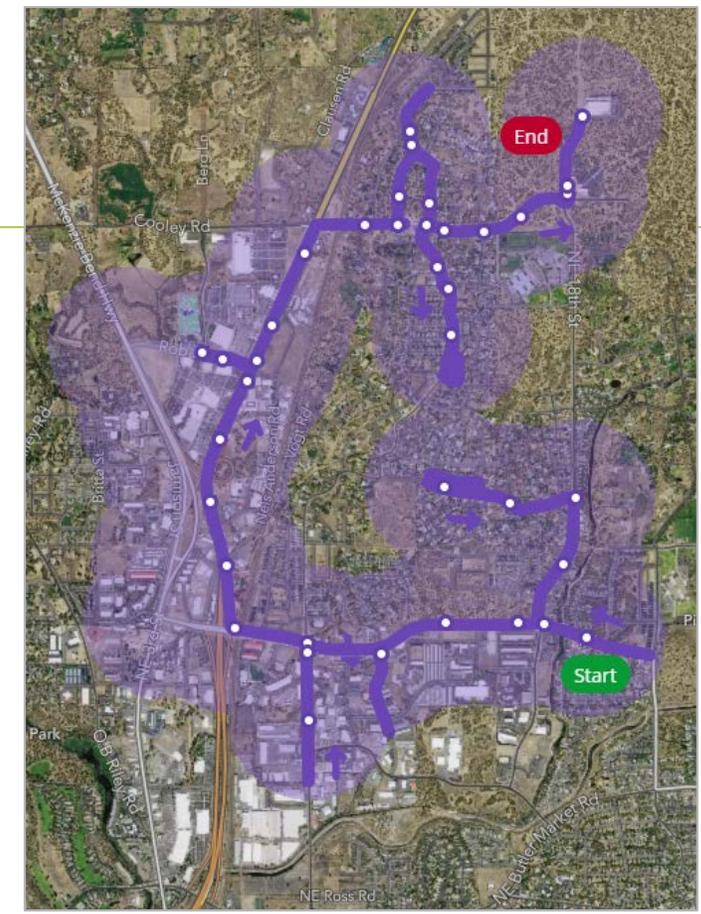
- Local fixed-route transit service
- Deviated fixed-route (or flex-route) service
- Rural Dial-A-Ride (local public bus)
- ADA paratransit (Bend Dial-A-Ride or RIDE assist)
- Microtransit/on-demand service
- Community Connector
- Shopping/medical shuttles
- Recreational services
- Micromobility

6.2 First-Last Mile Strategies

6.3 Fixed-Route Service Strategies

6.4 Strategies for Transit-Underserved Areas

6.5 Transit Center Location Strategies



6.1 Transit Service Types

Local Service Area	Fixed-Route	ADA Paratransit	Dial-A-Ride	Flex-Route	Micro-transit	Community Connector	Rural Shopping / Medical Shuttle
Deschutes County							
Bend	Existing	Existing	Existing	-	Potential	Existing: 24, 28, 30	-
Redmond	Future	Future	Existing	-	Potential	Existing: 22, 24, 26, 29	-
Sisters	-	-	Existing	Potential	-	Existing: 28, 29	Potential
La Pine	-	-	Existing	Potential	-	Existing: 30	Potential
Sunriver	-	-	-	Potential	-	Future	Potential
Deschutes River Woods	-	-	-	-	-	Existing: 30	Potential
Jefferson County							
Madras	-	-	Existing	Future	-	Existing: 22	-
Metolius	-	-	-	Potential	-	Existing: 22	Potential
Culver	-	-	-	Potential	-	Existing: 22	Potential
Terrebonne	-	-	-	-	-	Existing: 22	Potential
Crooked River Ranch	-	-	-	-	-	-	Potential
Crook County							
Prineville	-	-	Existing	Future	-	Existing: 26	-
Powell Butte	-	-	-	-	-	Existing: 26	Potential
Juniper Canyon	-	-	-	-	-	-	Potential
Confederated Tribes of Warm Springs							

Draft Transit Master Plan: 6.0 Service Alternatives Analysis

Draft Transit Master Plan: 7.0 Financial Assessment

7.1 Funding Level Assumptions

- Existing: 0-1 years (**funded**)
- Near-term: 1-2 years (**funded**)
- Short-term: 3-5 years (**partially funded by STIF**)
- Mid-term: 6-10 years (**requires additional funding**)
- Long-term: 11-20 years (**requires additional funding**)

7.2 Existing Funding Source Assumptions

7.3 Potential Future Funding Sources

7.4 Future Funding Scenarios

7.5 Cost Assumptions

7.4 Future Funding Scenarios

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

Draft Transit Master Plan: 7.0 Financial Assessment

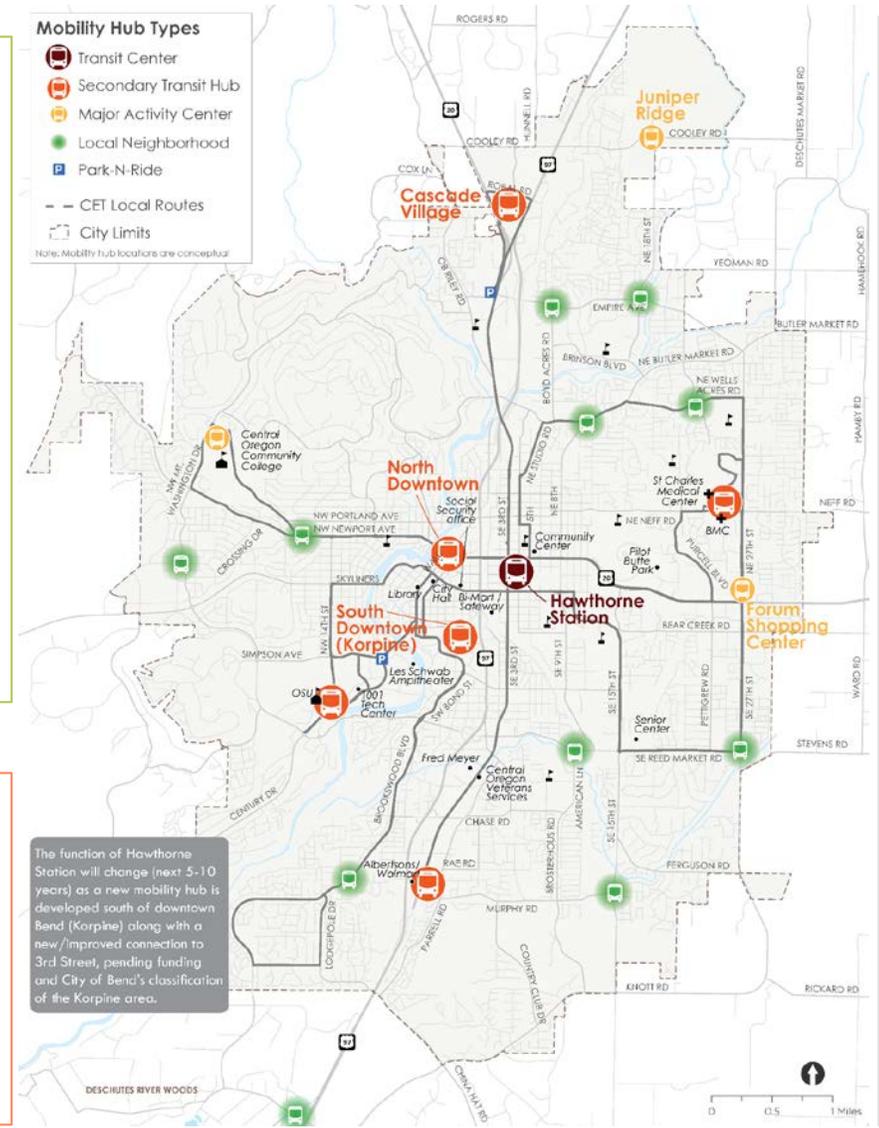
Draft Transit Master Plan: 8.0 Transit Master Plan

8.1 Transit Service Plan

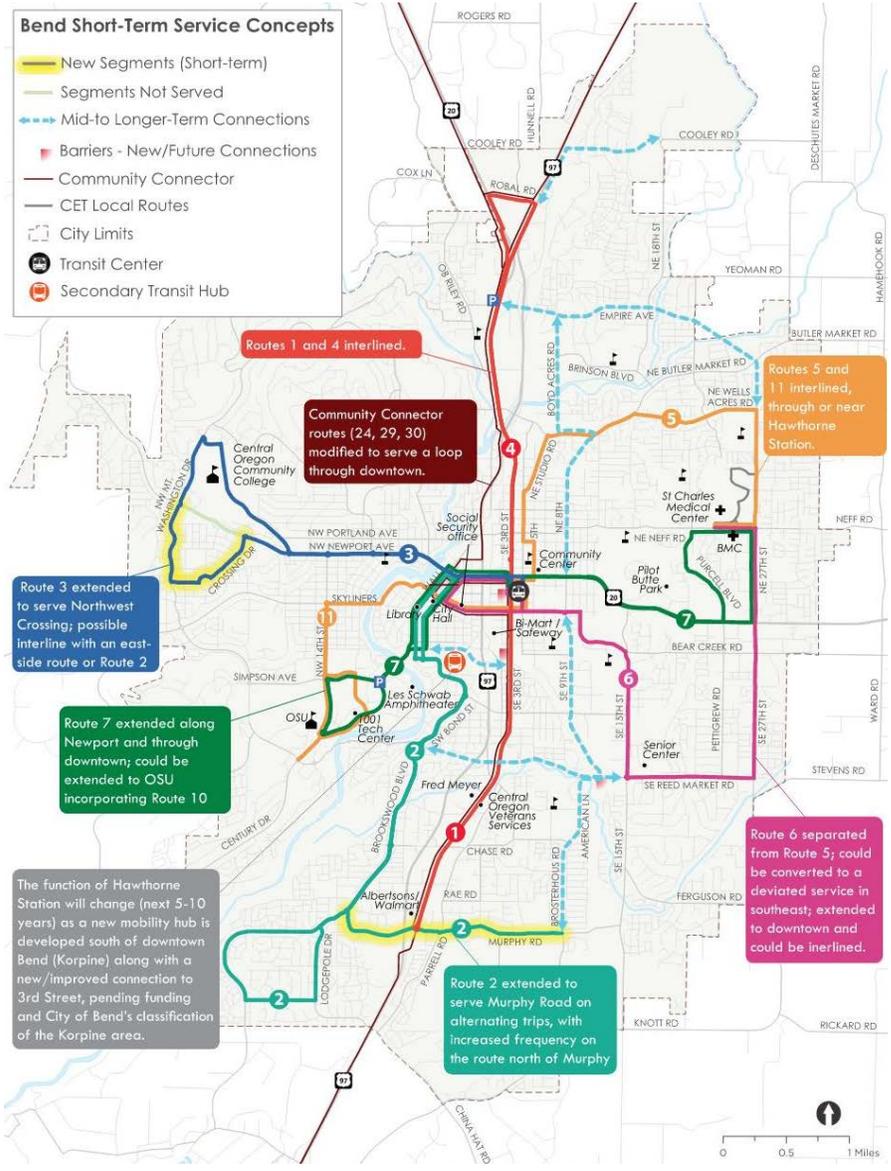
- Community Connector Service (modifications to existing services and new services)
- Bend Local Service (mobility hubs, primary transit network, modifications to existing services)
- Redmond Local Service
- Local Service in Smaller Communities
- Recreational Services

8.2 Transit Capital Plan

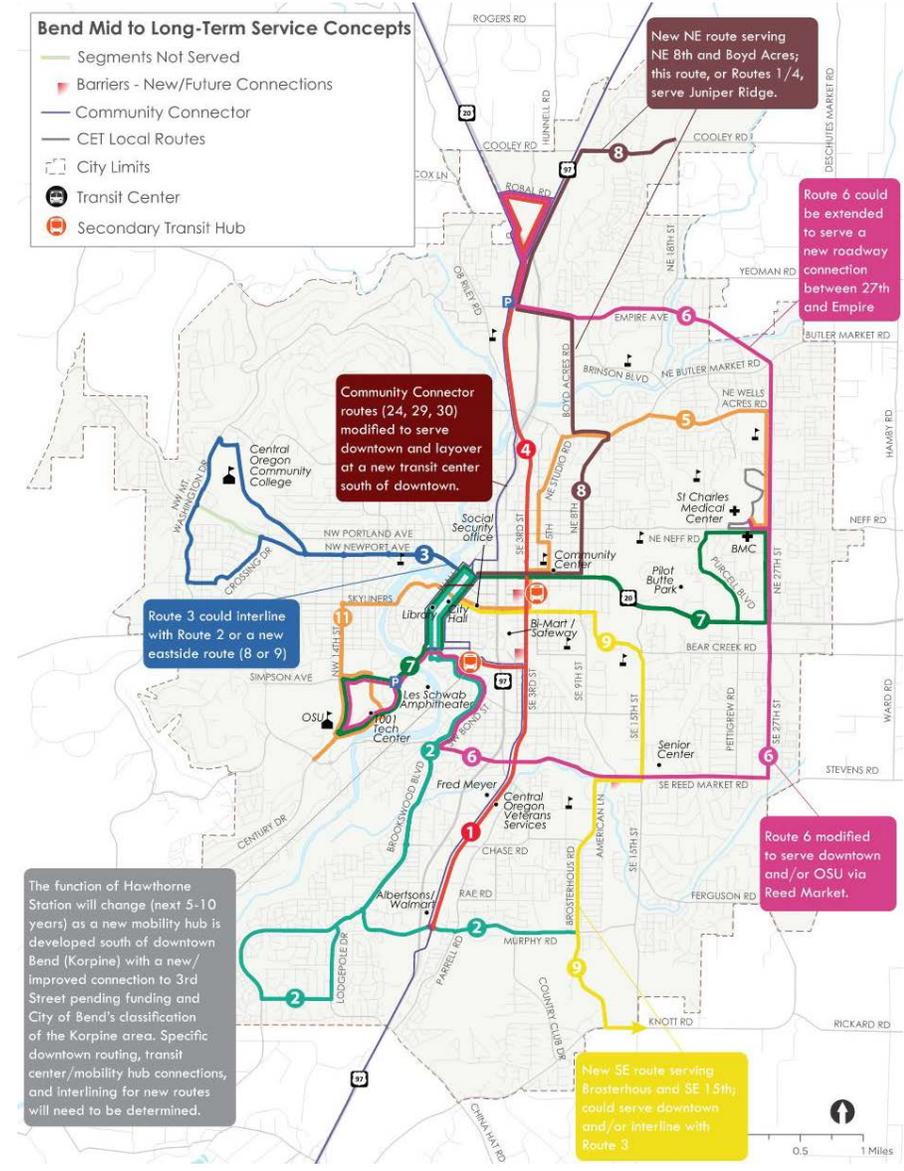
- Transit vehicles, facilities, and technology
- Safety best practices
- Transit asset management



Bend Short-term Service Concept



Bend Mid- to Long-Term Service Concept



Community Connector Route Service Enhancement Plan (TMP Table 29)

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) Add Saturday service (3 trips) 	<ul style="list-style-type: none"> Add 1 additional trips, likely evening (7 daily trips) Rural shopper/medical shuttle (1-day per week) 	<ul style="list-style-type: none"> Add 1 additional trips (evening and/or morning) 8 weekday and 3 Saturday trips Rural shopper/medical shuttle (2 days per week) 	<ul style="list-style-type: none"> 8 weekday and 3 Saturday trips Add Sunday service (3 trips) Rural 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 total) Add midday shopper/ medical shuttle trip (5 days) Add 3 Saturday trips Add 1 evening trip 	<ul style="list-style-type: none"> 7 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) 	<ul style="list-style-type: none"> 8 weekday, 3 Saturday trips Midday shopper/ medical shuttle (5 days) Add Sunday service (3 trips)
Route 24 (Redmond-Bend)	<ul style="list-style-type: none"> Add 1 midday trip (10 total) Add 1 evening trip Add 5 Saturday trips 	<ul style="list-style-type: none"> Add 1 midday, 1 evening trip (12 weekday, 5 Saturday trips) 	<ul style="list-style-type: none"> Add 1 midday 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 – Terrebonne/ 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 (6 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)
Route 28 (Sisters – Redmond)	<ul style="list-style-type: none"> Maintain existing service (3 trips) Add flex route in Sisters 	<ul style="list-style-type: none"> 3 weekday trips with local flex route 	<ul style="list-style-type: none"> 3 weekday trips with local flex route 	<ul style="list-style-type: none"> 3 weekday trips with local flex route
Route 29 (Sisters – Bend)	<ul style="list-style-type: none"> Maintain existing weekday service (3 trips) Add flex route in Sisters Add Saturday service (3 trips) Add midday shopper/ medical shuttle trip (2 days) 	<ul style="list-style-type: none"> 3 weekday and 3 Saturday trips with local flex route Midday shopper/ medical shuttle (2 days) 	<ul style="list-style-type: none"> 3 weekday and 3 Saturday trips with local flex route Expand midday shopper/ medical shuttle to 3 days per week 	<ul style="list-style-type: none"> 3 weekday and 3 Saturday trips with local flex route Midday shopper/ medical shuttle (3 days) Add Sunday service (3 trips)
Route 30 (La Pine – Bend)	<ul style="list-style-type: none"> Maintain existing weekday service (4 trips) Add flex route in La Pine Add Saturday service (3 trips) Add midday shopper/ medical shuttle trip (3 days) 	<ul style="list-style-type: none"> 4 weekday and 3 Saturday trips with local flex route Serve Sunriver and/or High Desert Museum Midday shopper/ medical shuttle (3 days) 	<ul style="list-style-type: none"> 4 weekday and 3 Saturday trips with local flex route Midday shopper/ medical shuttle (3 days) 	<ul style="list-style-type: none"> 4 weekday and 3 Saturday trips with local flex route Midday shopper/ medical shuttle (3 days) Add Sunday service (3 trips)
Route “31” (La Pine – Sunriver)	<ul style="list-style-type: none"> New service, seasonal 	<ul style="list-style-type: none"> Maintain service; potential enhancement to connect to recreational/employment sites 	<ul style="list-style-type: none"> Maintain/enhance service 	<ul style="list-style-type: none"> Enhance service to year-round
Route “32” (Deschutes River Woods)	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Add shopper/ medical shuttle (microtransit), 3 days per week 	<ul style="list-style-type: none"> Shopper/ medical shuttle (microtransit), additional trips based on demand, 5 days per week 	<ul style="list-style-type: none"> Shopper/ medical shuttle (microtransit), additional trips based on demand, (5 days)

Deschutes County Service Enhancement Plan (TMP Table 30)

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
Bend	Fixed-Route, Dial-A-Ride/ADA <ul style="list-style-type: none"> Weekday 6 am – 7:30 pm, 30/45 min headways Saturday 7:30 am – 5:30 pm, at up to 30 min headways 	Fixed-Route, Dial-A-Ride/ADA <ul style="list-style-type: none"> Weekday 6 am – 7:30 pm, up to 15/20 min peak headways on core routes (1, 4, and 7, with 7 extended to downtown/Old Mill and/or OSU) Deviated Fixed Route pilot projects serving NE, SE, and Evening Saturday 7:30 am – 5:30 pm 	Fixed-Route, Dial-A-Ride/ADA <ul style="list-style-type: none"> Weekday 6 am – 9 pm Evening Service on Core Routes/DAR to 9 pm Saturday extended to 7:00 am – 7:00 pm Sunday DAR Only 8:30 am – 3:15 pm Transition NE/SE Deviated Fixed Route to fixed-route Evening Microtransit to approx. 11 pm 	Fixed-Route, Dial-A-Ride/ADA <ul style="list-style-type: none"> Weekday 6 am – 9 pm Evening Service on Core Routes/DAR to 9 pm Saturday 7:00 am – 7:00 pm Sunday 8:00 am – 6:00 pm Evening Microtransit to approx. 11 pm
Redmond¹	Dial-A-Ride <ul style="list-style-type: none"> 6:30 am – 6:00 pm Add deviated circulator route Add limited Saturday service (e.g., circulator route)	Add deviated Fixed-Route Service, 2 routes <ul style="list-style-type: none"> Weekday 6:30 am – 6:00 pm Saturday circulator route 	Fixed-Route, ADA, Limited Dial-A-Ride (or hybrid of fixed-route and deviated-routes) <ul style="list-style-type: none"> Weekday 6:30 am – 6:00 pm Saturday 7:00 am – 6:00 pm Evening Microtransit 	Fixed-Route, ADA, Limited Dial-A-Ride (or hybrid of fixed-route and deviated-routes) <ul style="list-style-type: none"> Weekday 6:30 am – 6:00 pm Saturday 7:00 am – 6:00 pm Sunday 8:00 am – 6:00 pm Evening Microtransit
La Pine	Dial-A-Ride <ul style="list-style-type: none"> 6 am – 6 pm 	Dial-A-Ride/Flex-Route <ul style="list-style-type: none"> 6 am – 6 pm Saturday limited circulation as part of Route 30 flex-route Expand service boundaries to meet rural need	Dial-A-Ride/Flex-Route <ul style="list-style-type: none"> 6 am – 6 pm Saturday limited circulation as part of Route 30 flex-route	Dial-A-Ride/Flex-Route <ul style="list-style-type: none"> 6 am – 6 pm Saturday limited circulation as part of Route 30 flex-route
Sisters	Dial-A-Ride <ul style="list-style-type: none"> Tuesday only 9-10 am, 1-2 pm) Add 2nd day of service 	Dial-A-Ride <ul style="list-style-type: none"> 2 days, limited hours Route 29/30 flex-route Saturday limited circulation as part of Route 29 flex-route Expand service boundaries to meet rural need	Dial-A-Ride <ul style="list-style-type: none"> 2 days, limited hours Route 29/30 flex-route Saturday limited circulation as part of Route 29 flex-route	Dial-A-Ride <ul style="list-style-type: none"> 2 days, limited hours Route 29/30 flex-route Saturday and Sunday limited circulation as part of Route 29 flex-route

Bend Service Enhancement Plan (TMP Table 31)

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 1 (South 3rd St)	30 min headway ¹	<ul style="list-style-type: none"> Interlined with Route 4, 15-20 min peak headway 	<ul style="list-style-type: none"> Interlined with Route 4, 15-20 min all-day headway 	<ul style="list-style-type: none"> Add Sunday Service
Route 2 (Brookwood)	45 min headway ¹	<ul style="list-style-type: none"> 45 min headway 	<ul style="list-style-type: none"> Approx. 20 min headway, alternating trips to Murphy/Brosterhous and Brookwood 	<ul style="list-style-type: none"> Add Sunday Service
Route 3 (Newport)	30 min headway ¹	<ul style="list-style-type: none"> 30 min headway 	<ul style="list-style-type: none"> Approx. 20 min all-day headway, serves NW Crossing 	<ul style="list-style-type: none"> Add Sunday Service
Route 4 (North 3rd St)	30 min headway ¹	<ul style="list-style-type: none"> Interlined with Route 1, 15-20 min peak headway 	<ul style="list-style-type: none"> Interlined with Route 1, 15-20 min all-day headway Extended to serve Cooley Road / Juniper Ridge 	<ul style="list-style-type: none"> Add Sunday Service
Route 5 (Wells Acres)	45 min headway ¹	<ul style="list-style-type: none"> Interlined with Route 11 	<ul style="list-style-type: none"> Interlined with Route 11, 20-30 min peak headway 	<ul style="list-style-type: none"> Add Sunday Service
Route 6 (Reed Market)	45 min headway ¹	<ul style="list-style-type: none"> Split from Route 5, redesign to serve downtown and/or provide deviated service 	<ul style="list-style-type: none"> Extend to Cascade Village via NE 27th and/or to downtown/OSU via Reed Market 	<ul style="list-style-type: none"> Add Sunday Service
Route 7 (Greenwood)	30 min headway ¹	<ul style="list-style-type: none"> Extend to downtown, 15-20 min peak headway, then to OSU (incorporating Route 10) in short or mid-term 	<ul style="list-style-type: none"> Combined with Route 10, connects eastside to downtown/OSU, 15-20 min all-day headway 	<ul style="list-style-type: none"> Add Sunday Service
Route 8 (NE – New)	N/A	<ul style="list-style-type: none"> Initiate microtransit pilot if resources permit 	<ul style="list-style-type: none"> Approx 45 min headway route 	<ul style="list-style-type: none"> Add Sunday Service
Route 9 (SE – New)	N/A	<ul style="list-style-type: none"> Initiate microtransit pilot (assumed) or service via Route 2 	<ul style="list-style-type: none"> Approx 45 min headway route 	<ul style="list-style-type: none"> Add Sunday Service
Route 10 (Colorado)	60 min headway ¹	<ul style="list-style-type: none"> Folded into Route 7 when Routes 5 and 11 are interlined and Route 7 is extended to OSU (Short or Mid-Term) 	<ul style="list-style-type: none"> Folded into Route 7 	<ul style="list-style-type: none"> N/A
Route 11			<ul style="list-style-type: none"> Interlined with Route 5, 20-30 min peak headway 	

Jefferson County Service Enhancement Plan (TMP Table 32)

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

Crook County Service Enhancement Plan (TMP Table 33)

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
Prineville	Dial-A-Ride <ul style="list-style-type: none"> • 7:30 am – 5:30 pm 	Dial-A-Ride/Flex-Route <ul style="list-style-type: none"> • 7:30 am – 5:30 pm Evening and Saturday limited circulation as part of Route 26 flex-route	Dial-A-Ride/Flex-Route <ul style="list-style-type: none"> • 7:30 am – 5:30 pm Evening and Saturday limited circulation as part of Route 26 flex-route	Dial-A-Ride/Flex-Route <ul style="list-style-type: none"> • 7:30 am – 5:30 pm Evening, Saturday, and Sunday limited circulation as part of Route 26 flex-route

Warm Springs Service Enhancement Plan (TMP Table 34)

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
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 (7 trips) 3 Saturday Route 20 flex-route trips	Flex-Route (part of Route 20) <ul style="list-style-type: none"> 6 am – 7 pm (8 trips) 3 Saturday Route 20 flex-route trip	Flex-Route (part of Route 20) <ul style="list-style-type: none"> 6 am – 7 pm (8 trips) 3 Saturday and Sunday Route 20 flex-route trip

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Bend Westside Mobility Hub Implementation Plan (TMP Table 37)

Phase	Implementation Steps
Short-Term (2025)	<ul style="list-style-type: none"> ▶ Identify North Downtown and South Downtown (Korpine) Secondary Transit Hub/Mobility Hub locations ▶ Modify Community Connector Routes 24, 29, and 30 to connect to one or more future westside mobility hubs. Some eastside stops could be eliminated but a stop at Hawthorne Station, or adjacent stops on 3rd Street at Hawthorne, would still be required as not all Bend routes can connect in downtown.
Mid- to Long-Term (2030-2040)	<ul style="list-style-type: none"> ▶ Mobility hubs are in place in both north and south downtown ▶ Aune Street (or other) connection between 3rd Street and south downtown is available (as identified in the Bend Transportation System Plan (TSP) update). ▶ All Community Connector routes redesigned to provide a stop on the westside.

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Bend Mobility Hub Implementation Plan (TMP Table 38)

Region	Mid-Term (2030)	Long-Term (2040)
North/ Northeast	<ul style="list-style-type: none"> ▶ Cascade Village Secondary Transit Hub ▶ St. Charles Secondary Transit Hub ▶ Local Neighborhood Mobility Hub: NE Wells Acres Road 	<ul style="list-style-type: none"> ▶ Juniper Ridge Major Activity Center ▶ Local Neighborhood Mobility Hubs: Boyd Acres Road Empire Avenue
Northwest/ West	<ul style="list-style-type: none"> ▶ Central Oregon Community College Major Activity Center ▶ Local Neighborhood Mobility Hub: NW Newport Avenue 	<ul style="list-style-type: none"> ▶ Local Neighborhood Mobility Hub: NW Mt. Washington Drive
East/ Southeast	<ul style="list-style-type: none"> ▶ Local Neighborhood Mobility Hub: Reed Market Road 	<ul style="list-style-type: none"> ▶ Forum Shopping Center Major Activity Center ▶ Local Neighborhood Mobility Hubs: American Lane SE 15th Street
Southwest/ South	<ul style="list-style-type: none"> ▶ OSU-Cascades Secondary Transit Hub ▶ Albertsons/Walmart Secondary Transit Hub ▶ Local Neighborhood Mobility Hub: Brookwood Boulevard 	<ul style="list-style-type: none"> ▶ Local Neighborhood Mobility Hub: Deschutes River Woods

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Regional Mobility Hub Implementation Plan (TMP Table 39)

Community	Short-Term (2025)	Mid-Term (2030)	Long-Term (2040)
Sisters		Small-scale transit center northwest of Downtown	
Redmond	Redmond Airport (Major Activity Center)		
Madras		Small-scale transit center adjacent future health and wellness campus	
Metolius			Small-scale transit center centrally located
Culver			Small-scale transit center centrally located
Warm Springs		Small-scale transit center centrally located	
Prineville		Small-scale transit center near Thriftway or Rays	

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9.1 Implementation Plan (COIC)

- COIC Implementation Actions
 - Administrative resources
 - Fiscal Department plan
 - Routine review of STIF plan
 - Vehicle fleet replacement
 - Maintenance facilities monitoring
 - Community coordination
 - Transit stop design
 - Transit service marketing
 - Group pass program
 - Emerging technology tracking

9.2 Transit-Supportive Strategies

9.3 TMP Update Schedule

Local Agency Implementation Plans (Technical Appendix – Volume 1)

Policy and Code Amendment Recommendations

Comprehensive Plan Policies

- Recommended transit-supportive policy statements to support and help implement the CET TMP

Development Code Amendments

- Recommended code amendments to ensure new development is transit and pedestrian supportive

Next Steps

- **Comments**

Final comments to Andrea Breault by July 22nd

Abreault@coic.org

- **Local Agency Briefings**

June 30th – July 17th, 2020

- **Steering Committee (RPTAC)**

August 19th, 2020 – Recommend Plan to COIC Board

- **COIC Board Meeting**

Sept. 3rd, 2020 - Adopt



Adjourn