

CET 2040 Transit Master Plan

TAC Meeting #2 – Prineville

(Local TAC Meetings)

March 19th, 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

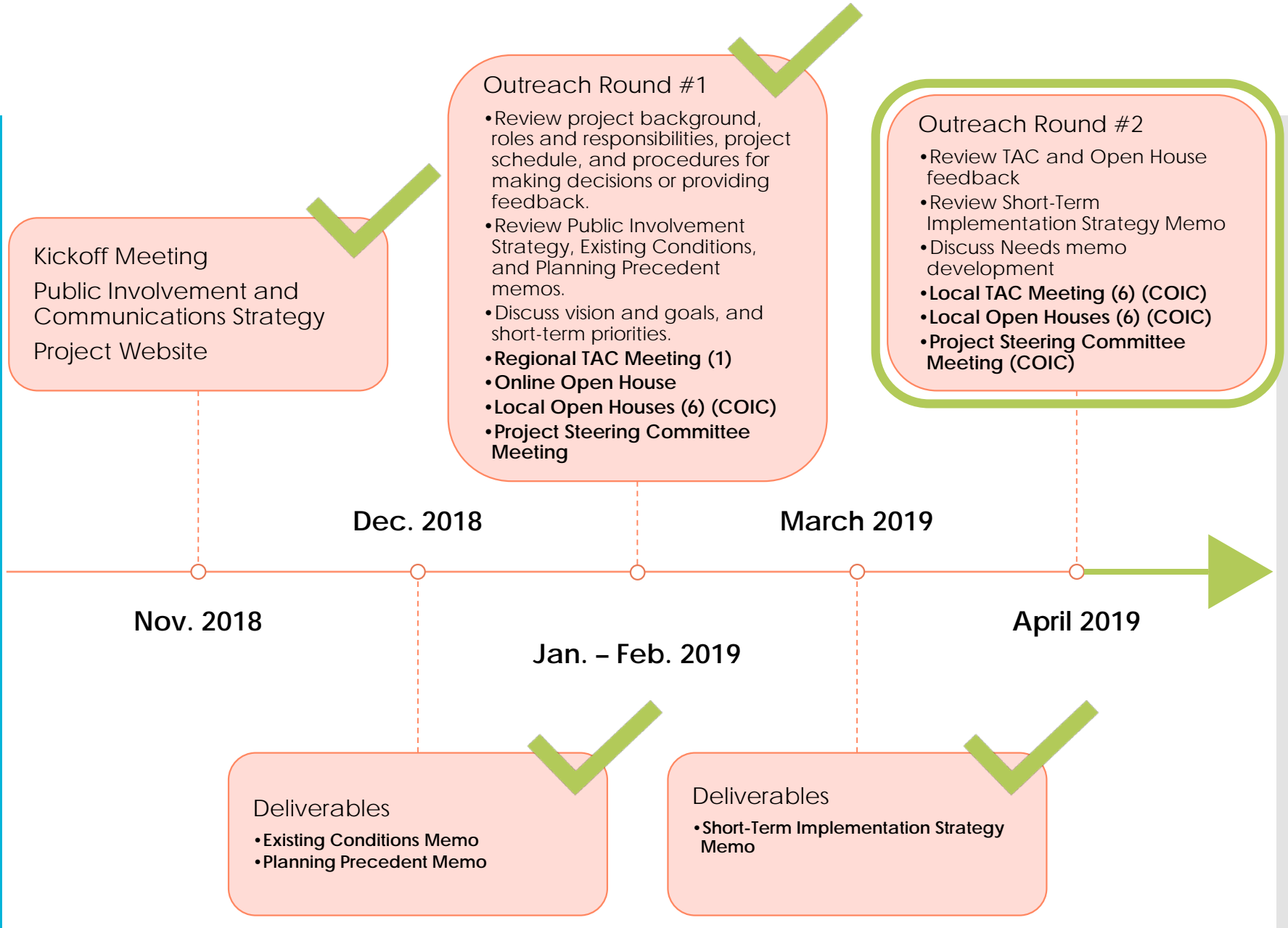
Desired Outcomes

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

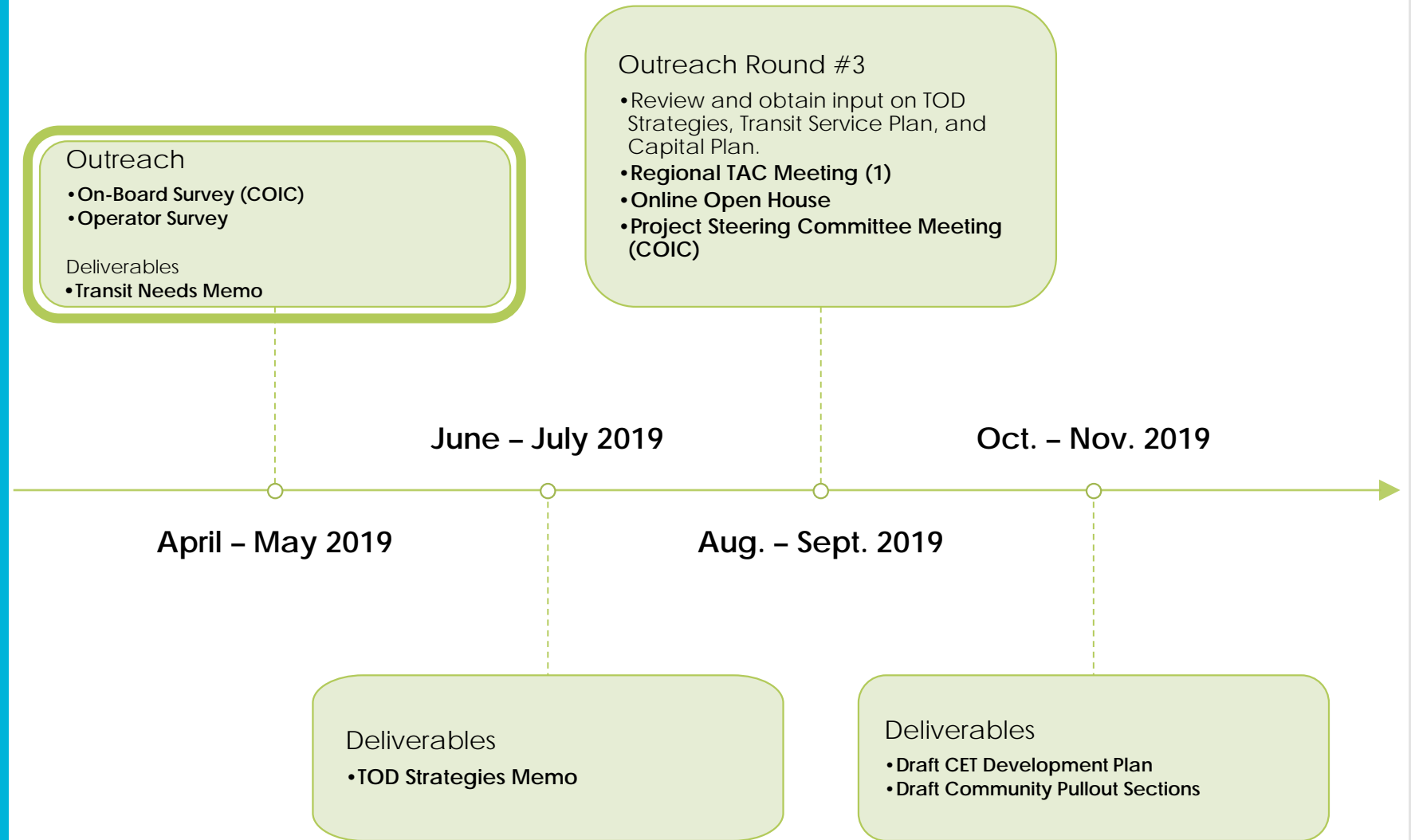
TIME	SUBJECT	LEAD PRESENTER	GUIDANCE REQUESTED
1:30	Welcome and Introductions	Andrea Breault COIC	
1:40	Project Status and Schedule	Andrea	Confirm Understanding, Questions for Clarification
1:55	Short-Term Projects and Priorities (Memo 3)	Andrea Breault COIC Oren Eshel Nelson Nygaard	Memo 3 – Short-Term 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)



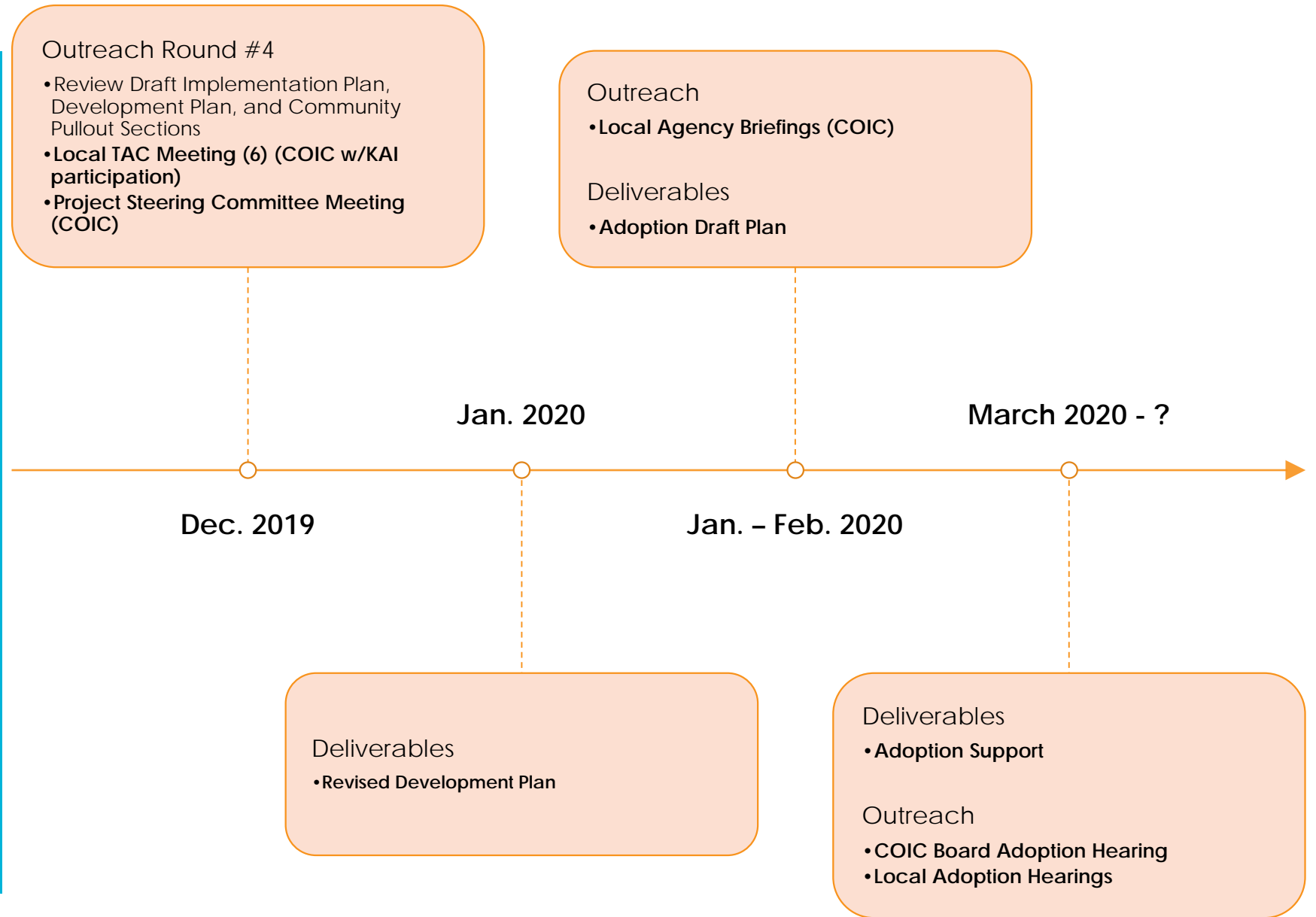
Project Status and Schedule

(Month 7-13)



Project Status and Schedule

(Month 14-17+)

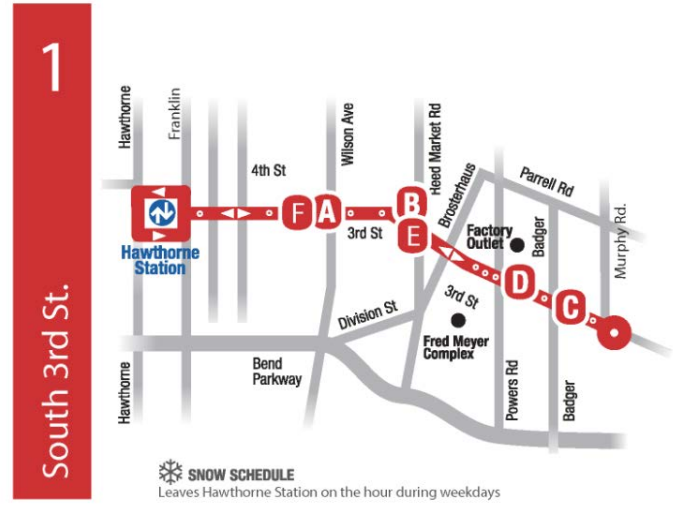


CET Service Types

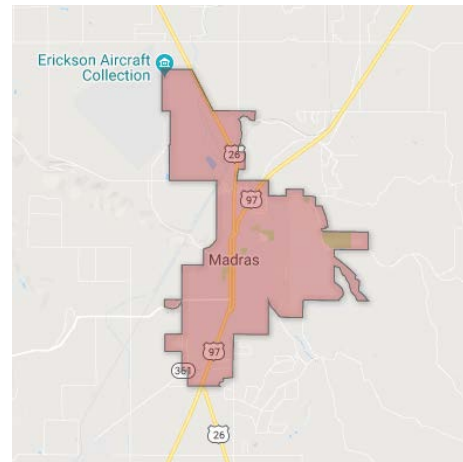
- **Community Connector**
 - Limited stop service connecting communities



- **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

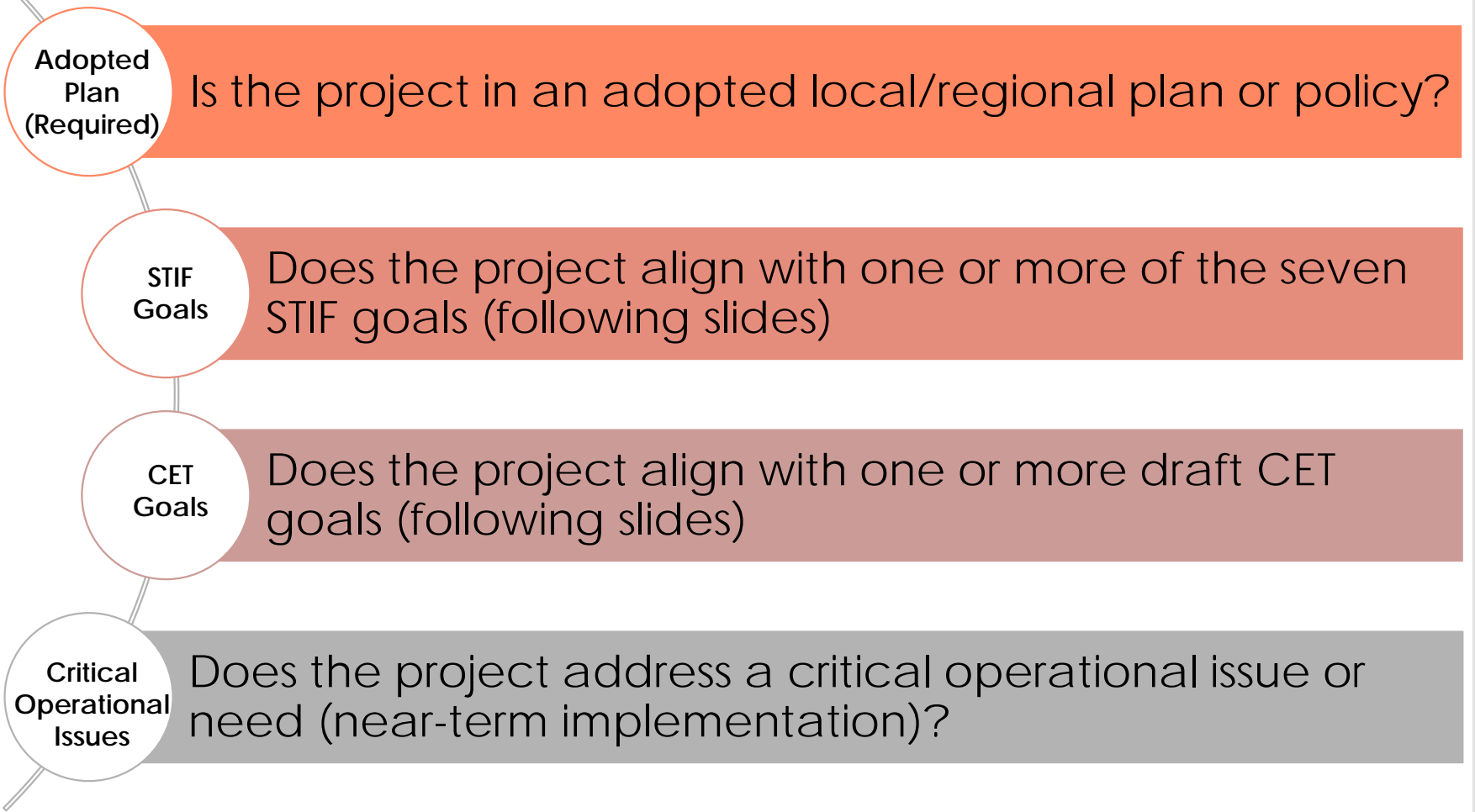
Sources of Potential Projects

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

Community Support

Priorities from recent outreach for the TDP, or past plans

Demo-graphics

Number of people, low-income households (200% of federal poverty level), and jobs served within ½ mile

Service to Grade 9-12 Schools

Service to within ½ mile of high schools (grades 9-12)

Regional Connections

Connections between qualified entities or other transit service providers

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)
Bend Service Priorities					
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
Community Connector/Other Rural Local Service Priorities					
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
Rider Experience Priorities					
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
Coverage Needs					
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)
Bend Service Needs Service Frequency					
South 3 rd Street	High	Low	High	Low	High
Brookwood	Low	Low	Medium	Low	Low
Newport Ave	Medium	High	Low	Low	High
North 3 rd 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 th	Low	Low	Low	Medium	Low
Bend Service Needs New Service					
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 th Street corridor	Low	Low	Low	Low	Low
3 rd 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)
Community Connector Needs Service Frequency					
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
Community Connector Needs Saturday Service					
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)
Local Service Needs New Fixed-Route/Deviated Route					
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
Local Service Needs More Dial-a-Ride Service					
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
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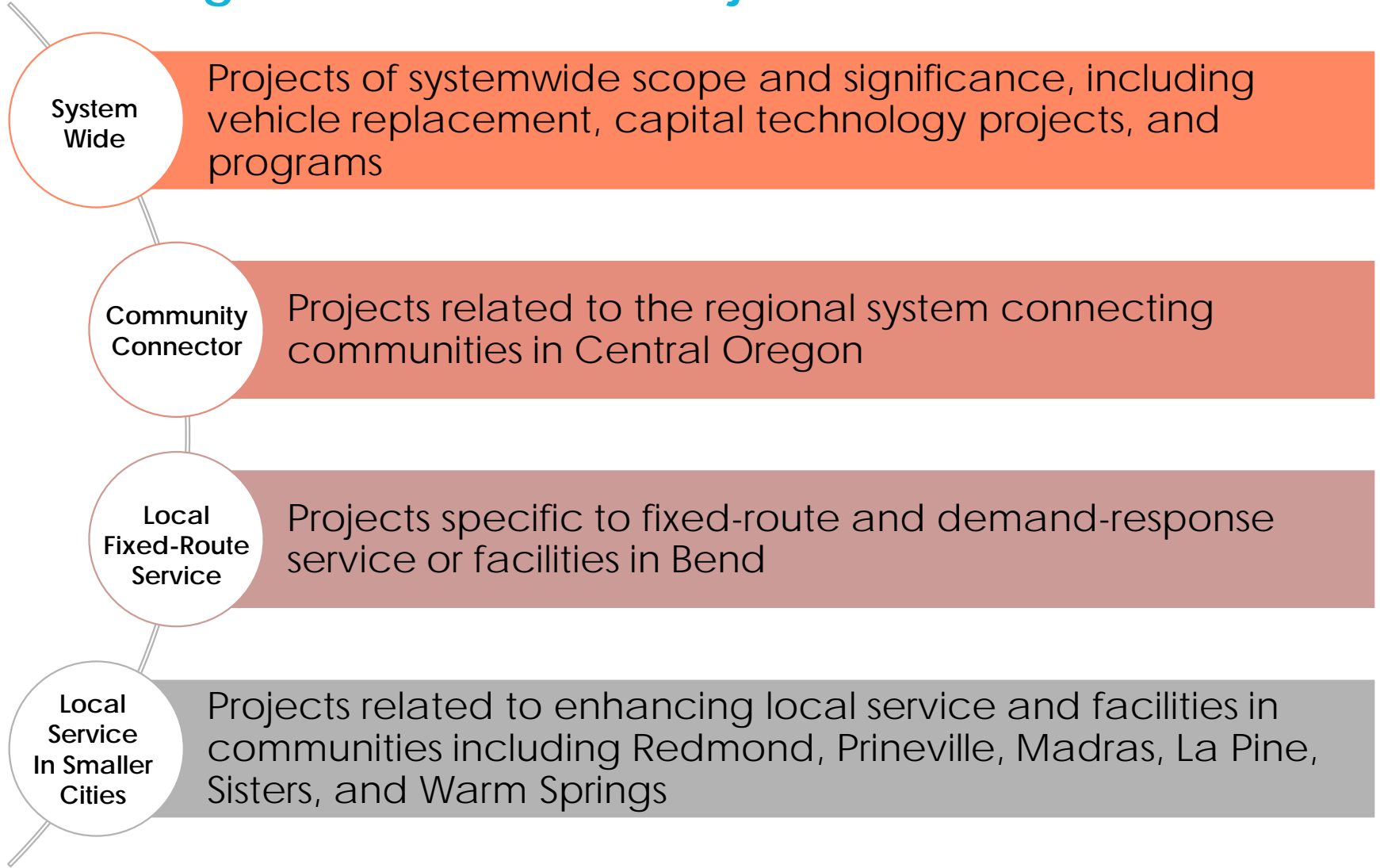
Memo 3: Evaluation of Potential Projects

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)
Information & Technology Needs Information Sharing					
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
Information & Technology Needs Physical Improvements					
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

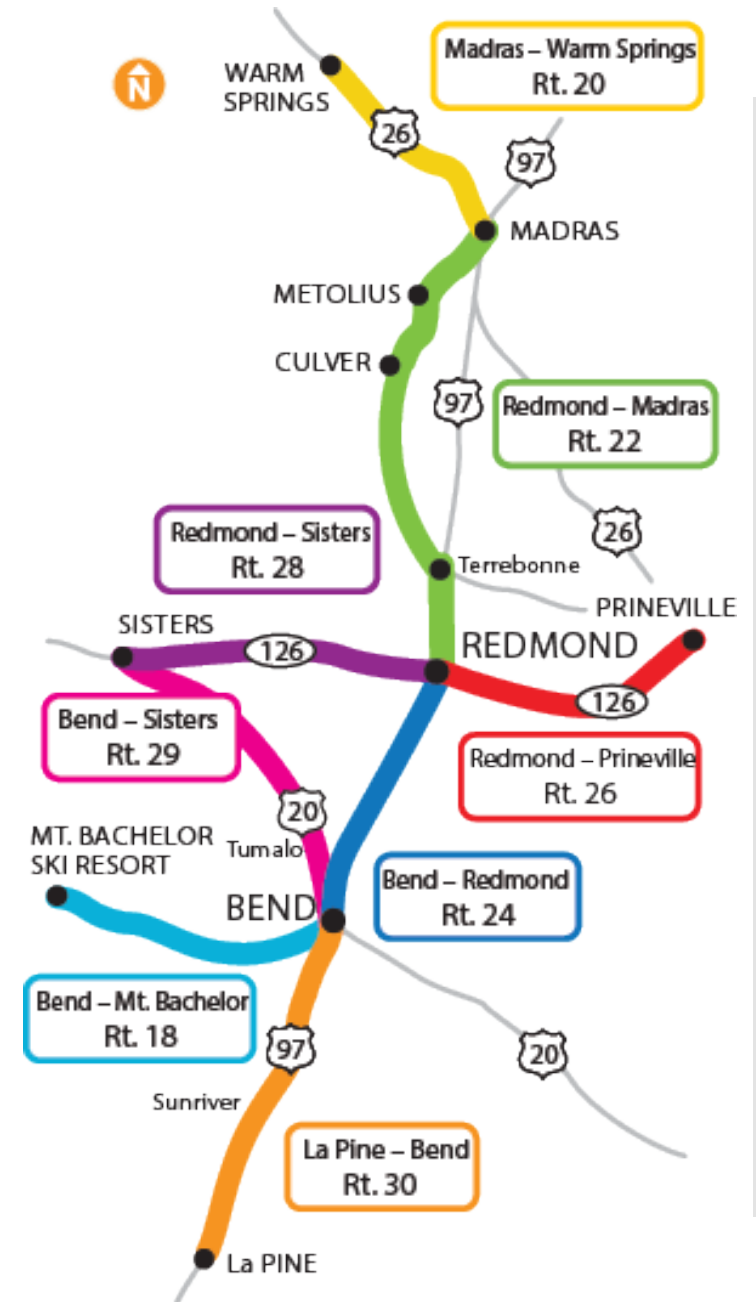
Systemwide Needs

- **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 in Smaller Cities Overview of Potential Projects

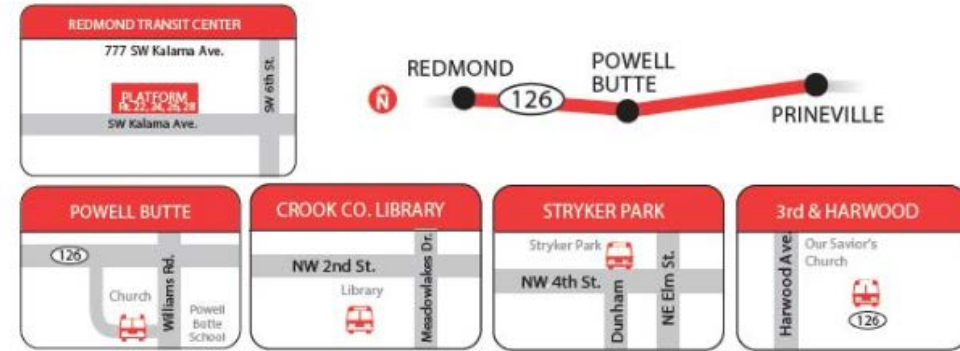
- **Fixed-route service** in Redmond?
- **Deviated fixed-route (flex-route) service** in other communities
 - Some fixed stops and schedules, with the ability to deviate off the route
 - Various options - local input and design process needed:
 - Dial-A-Ride bus can operate
 - Community Connector bus can do local pickups/drop-offs with additional time in the schedule
 - Medical/shopping shuttles on set days and times serving key activity centers (in some cases, can be built around a Community Connector trips)
- **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

Connections with Route 24 Redmond-Bend

Community Connector

- **Route 26 Prineville-Redmond**
 - Current service is five weekday round trips per day
 - Priorities for adding trips?
 - AM/PM vs. midday
 - Later evening
 - Saturday



	EASTBOUND				WESTBOUND			
	REDMOND HUB	POWELL BUTTE CHURCH	CROOK COUNTY LIBRARY	STRYKER PARK	STRYKER PARK	3RD AT HARWOOD	POWELL BUTTE CHURCH	REDMOND HUB
	6:03	-	6:28	6:32	6:42	6:45	6:58	7:11
10 min →	7:22	-	7:47	7:51	8:01	8:04	8:17	8:30
AM ↑	-	-	-	-	-	-	-	-
43 min →	2:23	2:36	2:49	2:52	3:02	3:05	-	3:30
10 min →	3:50	4:03	4:16	4:20	4:30	4:33	-	4:58
10 min →	5:50	6:03	6:16	6:20	6:30	6:33	-	6:58

Community Connector

Route 24 Redmond-Bend

- Specific priorities for connections between Prineville & Redmond?
 - AM/PM vs. midday
 - Later evening
 - Saturday



Input on Near / Short-Term Priorities

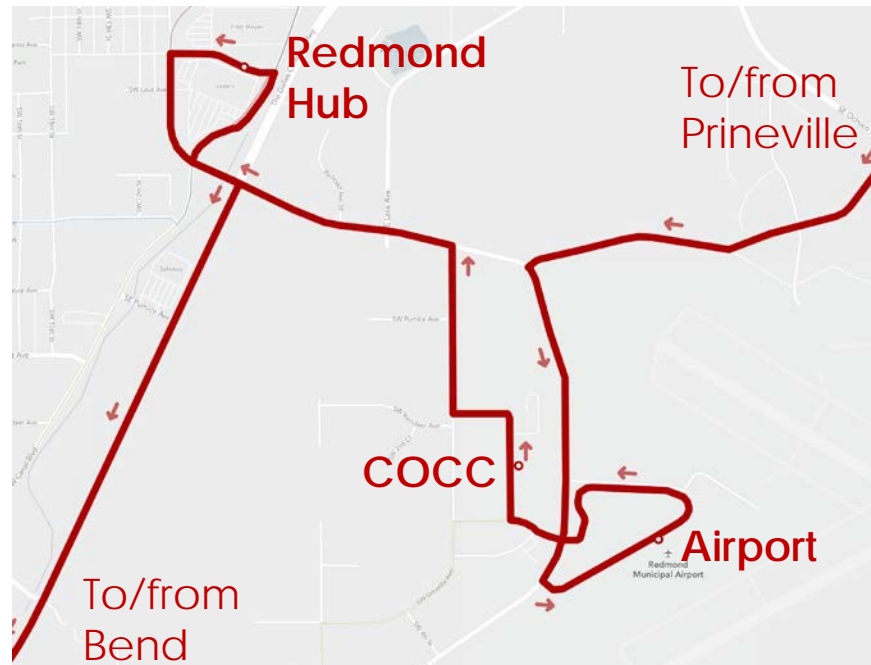
Connections with Route 26 Prineville-Redmond

	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 10 min
	7:22 10 min	7:44	7:54	8:04	8:11	8:39
	8:54 24 min	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 43 min
	2:23	2:45	2:55	3:05	3:12	3:40 10 min
	3:50	4:13	4:23	5:05	5:12	5:40 10 min
	5:50	6:12	6:22	6:32	6:39	7:07
	7:10	7:32	7:42	7:52	7:59	8:27

Input on Near / Short- Term Priorities

Community Connector

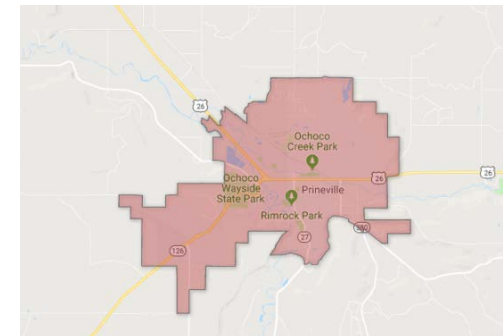
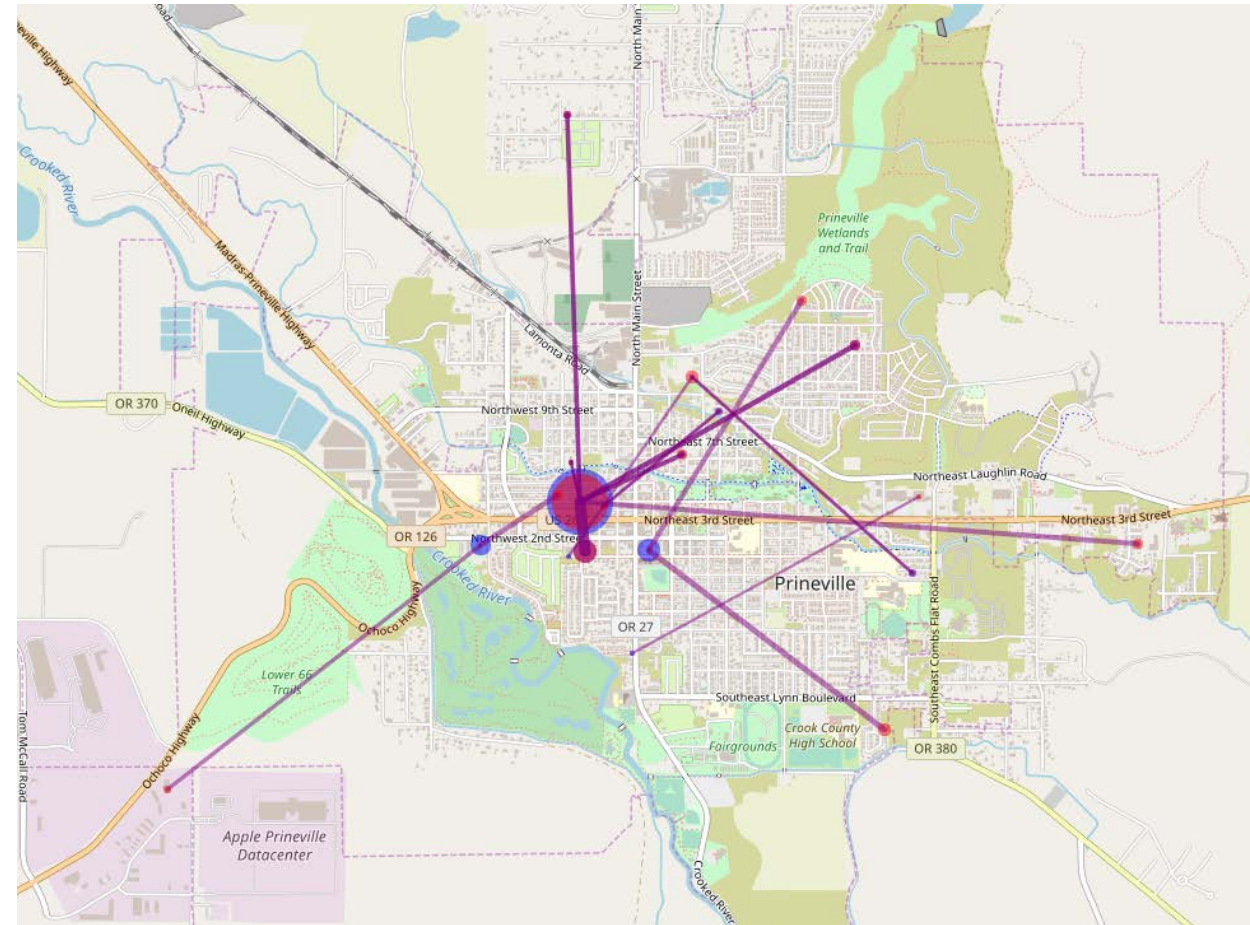
- **Route 26 Prineville-Redmond**
 - Additional stops between Redmond and Prineville?
 - Redmond COCC
 - Redmond Airport
 - Through-route some trips to Bend via Redmond?
 - More frequent AM/PM trips, few transfers
 - Possible stops at Redmond Airport and/or COCC?



Input on Near / Short-Term Priorities

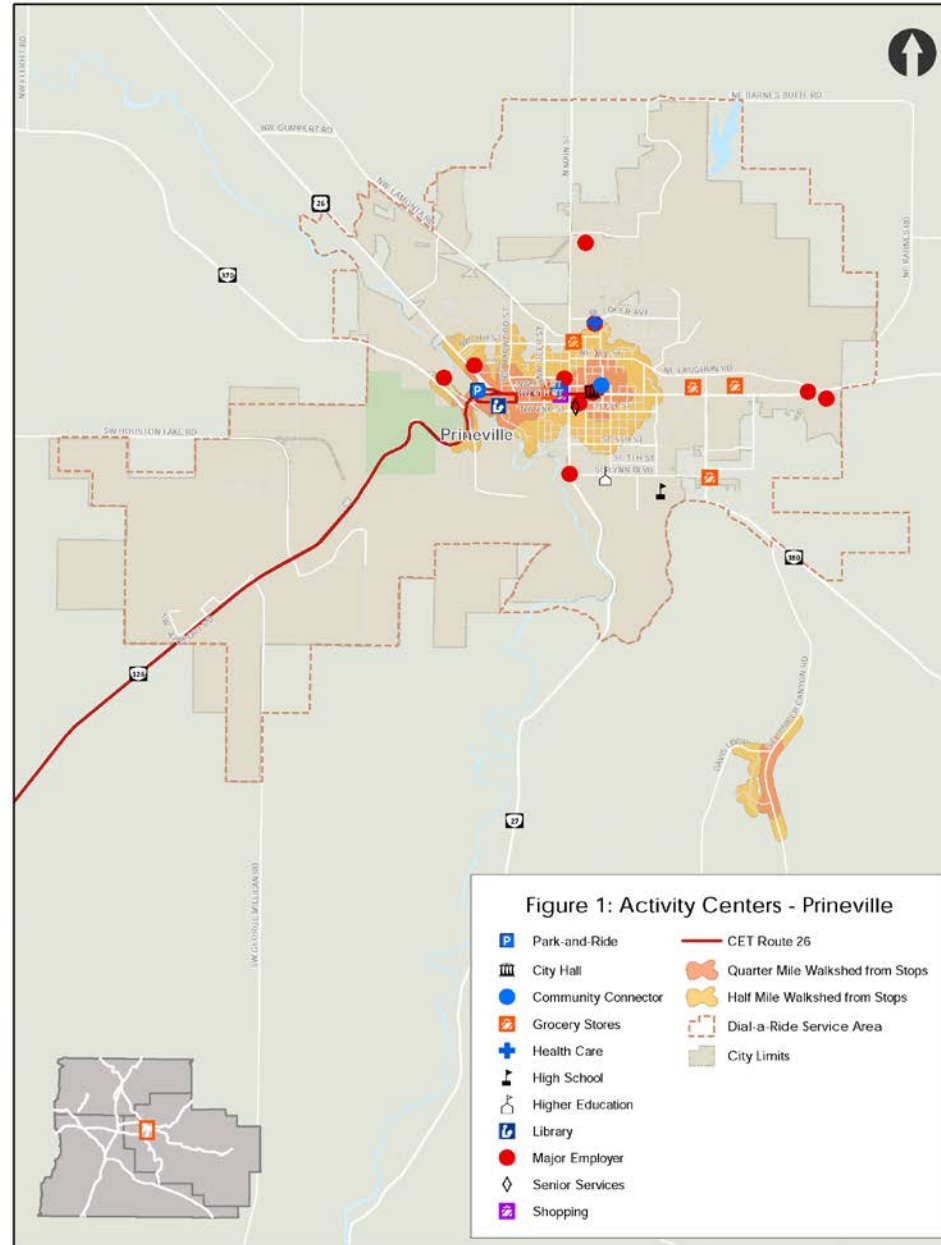
Local Service in Prineville

- Existing Dial-A-Ride
 - Weekdays
 - 7:30 am - 5:30 pm
 - Provides access to/from Route 26 with a reservation



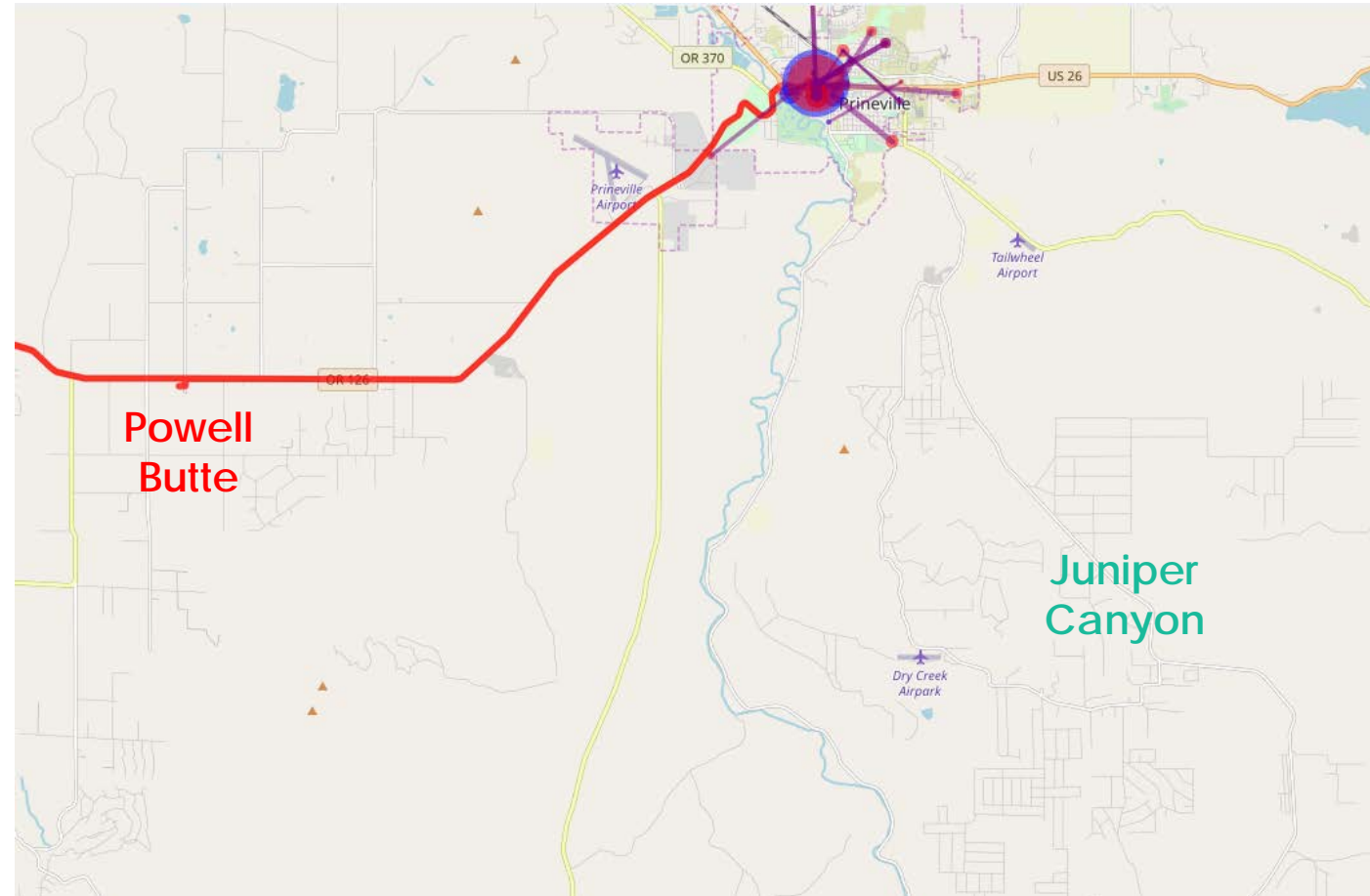
Local Service in Prineville

- Potential Local Service Enhancements
 - Access to job areas or other activity centers shown on map?
 - Dial-a-ride service?
 - Stop facilities for deviated fixed-route or Community Connector
 - Coordination with major development projects – ability to leverage transit improvements?
 - Other?



Needs in other communities:

- Powell Butte
 - Served by Route 26
 - AM trips to Redmond
 - PM trips to Prineville
- Juniper Canyon



Input on Near / Short- Term Priorities

Local Service in Bend Overview of Potential Projects

- **More frequent weekday service** on key routes
 - 3rd 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

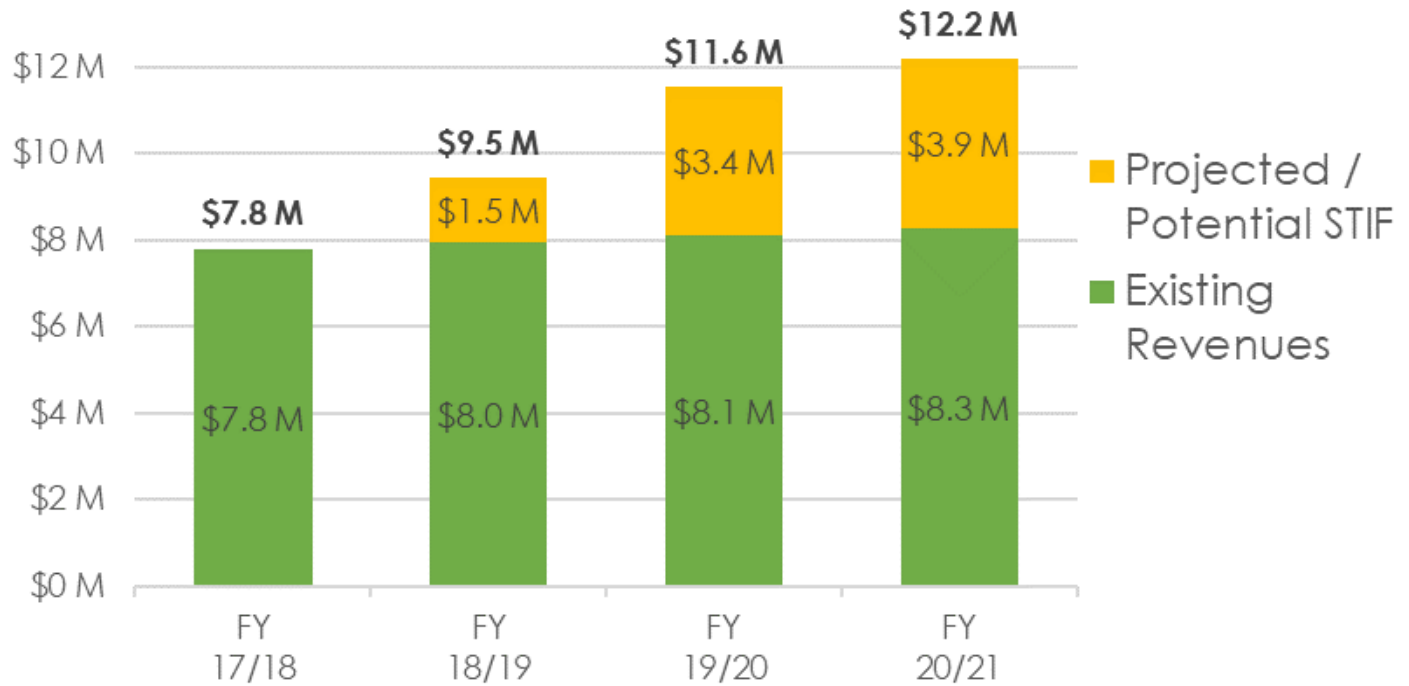
Additional Short-Term Projects (Beyond FY 2019-2021)

- 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

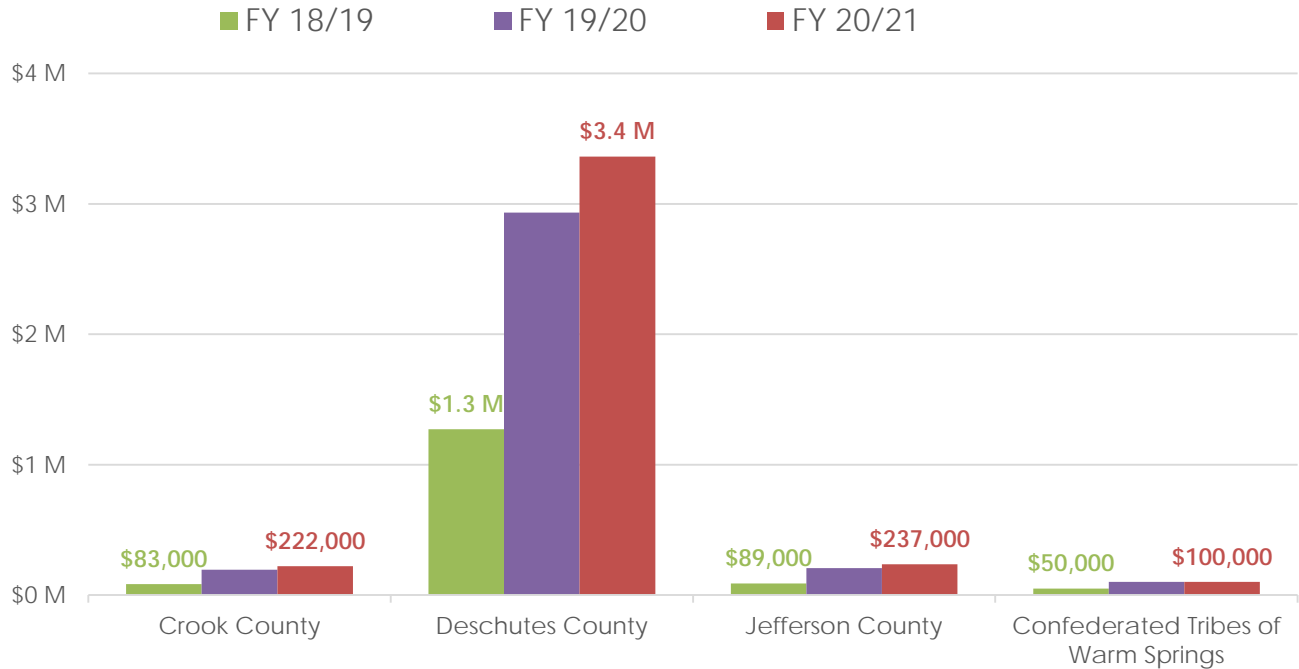
- STIF will provide an additional \$1.5 M in FY 2019 and an additional \$3.4 M to \$3.9 M in FY 2020 and FY 2021 for transit expansion/enhancement
- Existing and new funds – total for all four QEs:



Memo 3: How to prioritize new funds?

Statewide Transportation Improvement Fund

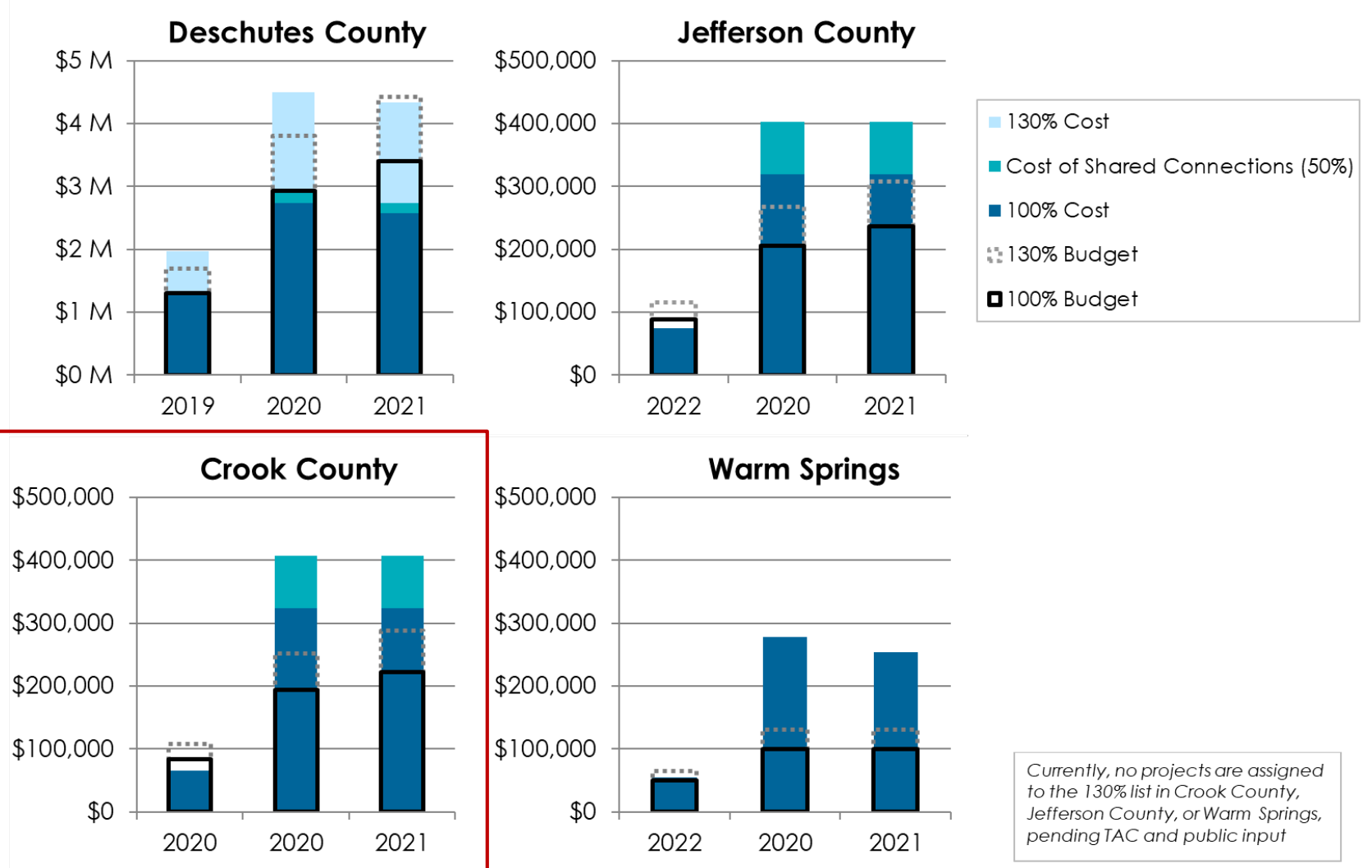
- Qualified Entities (QEs) allocate funds to a ranked list of projects
- Projects may be within one or multiple Qes
- FY 2019: partial year focused on one-time costs
- Goal of Memo 3 and TAC meetings: develop consensus around how to prioritize funds across the region



Memo 3: Funding Snapshot based on preliminary assignments

Costs vs. Available Funds – FY 2019 to 2021

- Based on preliminary priorities/allocations



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**

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