

CET 2040 Transit Master Plan

TAC Meeting #2 – Bend

(Local TAC Meetings)

March 21st, 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

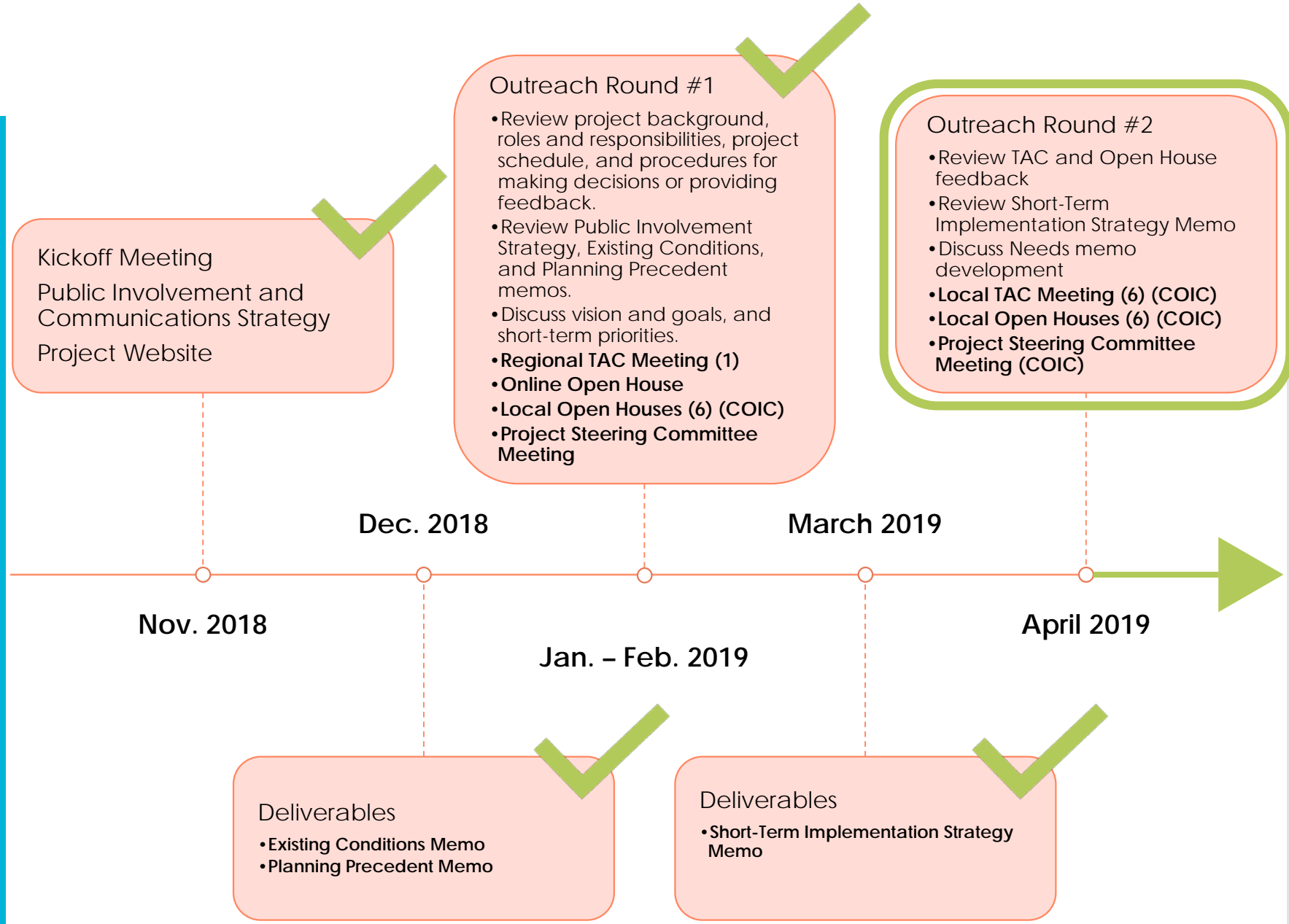
TAC member understanding of approach to developing the short-term implementation strategy
Feedback from TAC on near/short-term projects and priorities
Project team understands TAC member priorities for near-term project implementation

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	

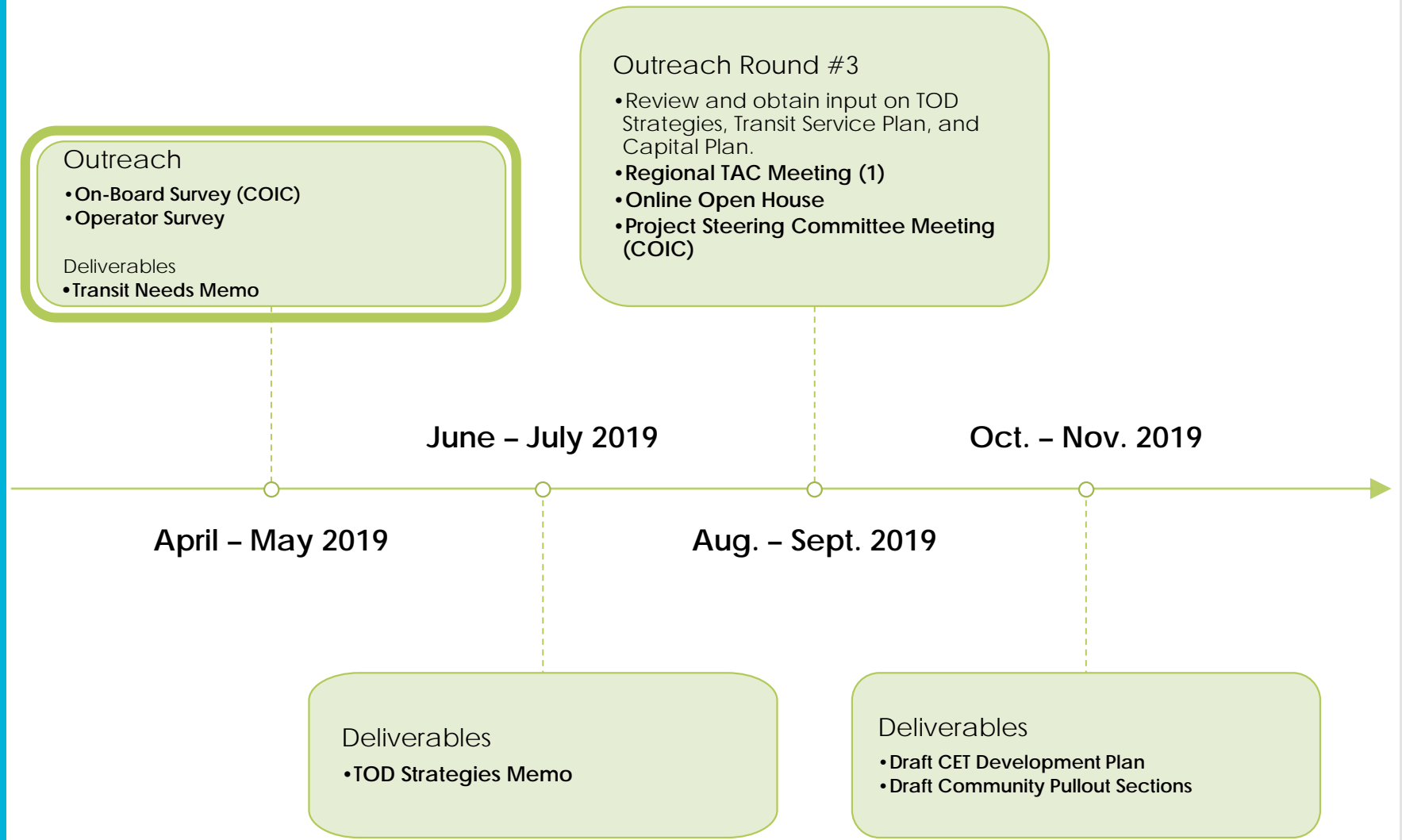
Project Status and Schedule

(Month 1-6)



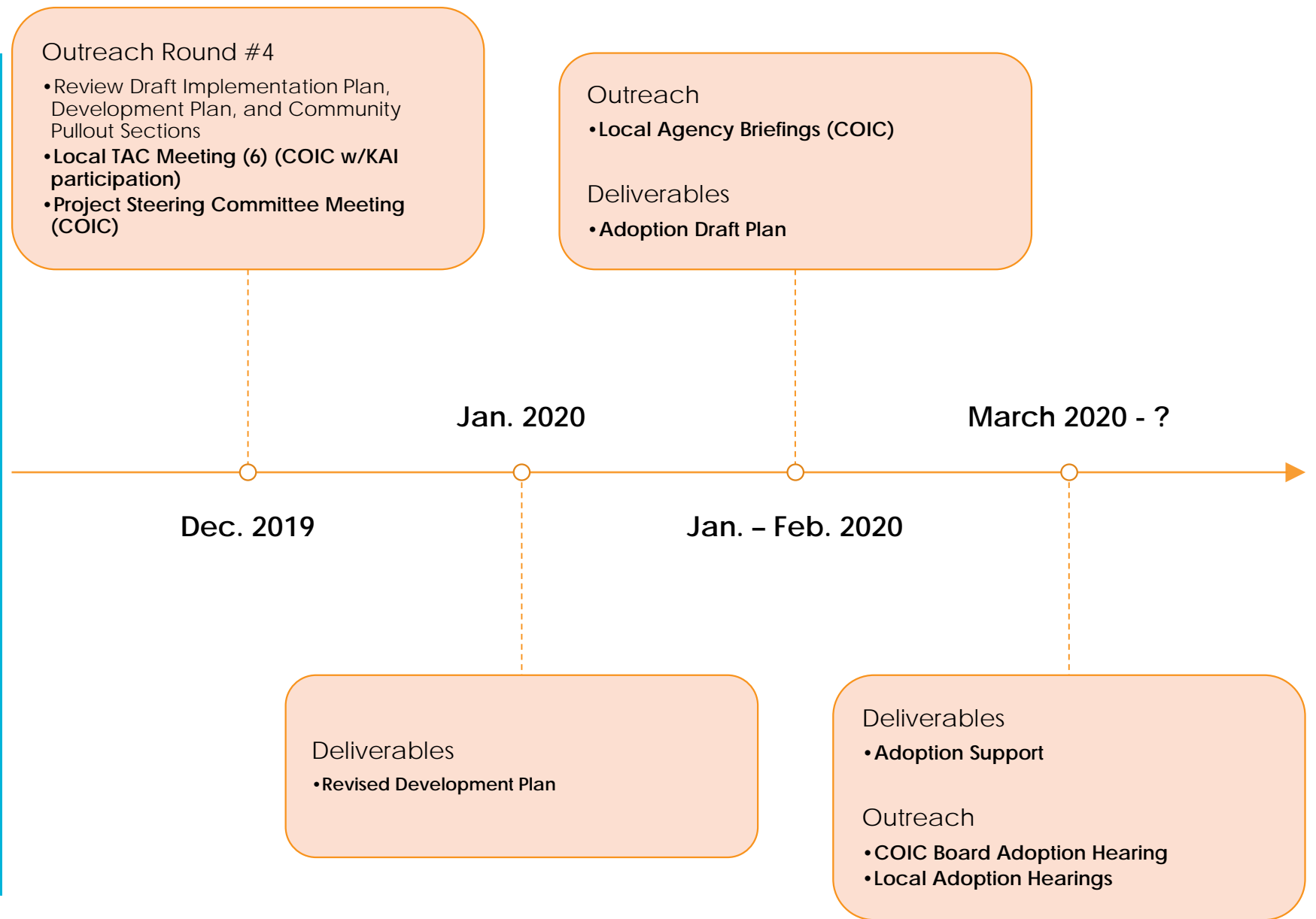
Project Status and Schedule

(Month 7-13)



Project Status and Schedule

(Month 14-17+)

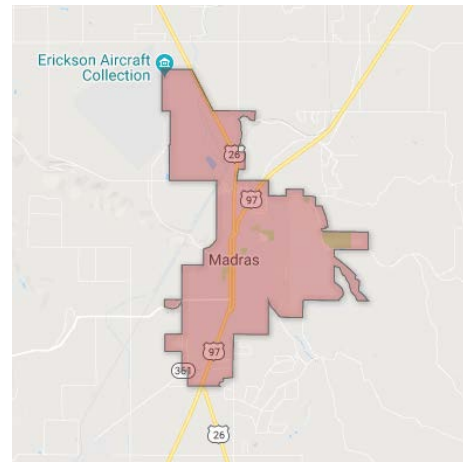


CET Existing Service Types

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

- **Local Fixed-Route**
 - Fixed stops and set schedule
 - ADA Paratransit
 - Within ¾ mile of fixed-route, same days/times
 - Persons with disabilities who are unable to use fixed-route

- **Local Demand-Response (Dial-A-Ride)**
 - Curb-to-curb service within city limits
 - Smaller communities:
 - Open to general public
 - Bend:
 - Persons with a disability
 - Low-income seniors (age 60+)



CET Existing 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)



Potential New Service Types

- Medical/shopping shuttles
 - Set days (e.g., Tu/Th or MWF) and times serving key local and/or regional activity centers
 - Can be built around a Community Connector trip and/or integrate with fixed-route or flex-route

Sandy, OR Shopper Shuttle Example

Shopping Shuttle Route A

MONDAY - FRIDAY / LUNES - VIERNES

DEPART							ARRIVE
Fred Meyer	Sandy Heights at Balken	Middle School	Bluff Park	High School	Safeway	Sandy Marketpalce	
12:00	12:04	12:07	12:09	12:12	12:16	12:19	
1:00	1:04	1:07	1:09	1:12	1:16	1:19	
2:00	2:04	2:07	2:09	2:12	2:16	2:19	
5:25	5:29	5:32	5:34	5:37	5:41	5:44	
6:25	6:29	6:32	6:34	6:37	6:41	6:44	

Shopping Shuttle Route B

MONDAY - FRIDAY / LUNES - VIERNES

Fred Meyer	Sandy Heights at Balken	Cascadia Park	Evans	Gary St.	McCormick (JUSPS)	Strauss	Safeway	Sandy Marketpalce
12:25	12:29	12:36	12:39	12:41	12:45	12:48	12:51	12:53
1:25	1:29	1:36	1:39	1:41	1:45	1:48	1:51	1:53
2:25	2:29	2:36	2:39	2:41	2:45	2:48	2:51	2:53
5:50	5:54	6:01	6:04	6:06	6:10	6:13	6:16	6:18
6:50	6:54	7:01	7:04	7:06	7:10	7:13	7:16	7:18



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

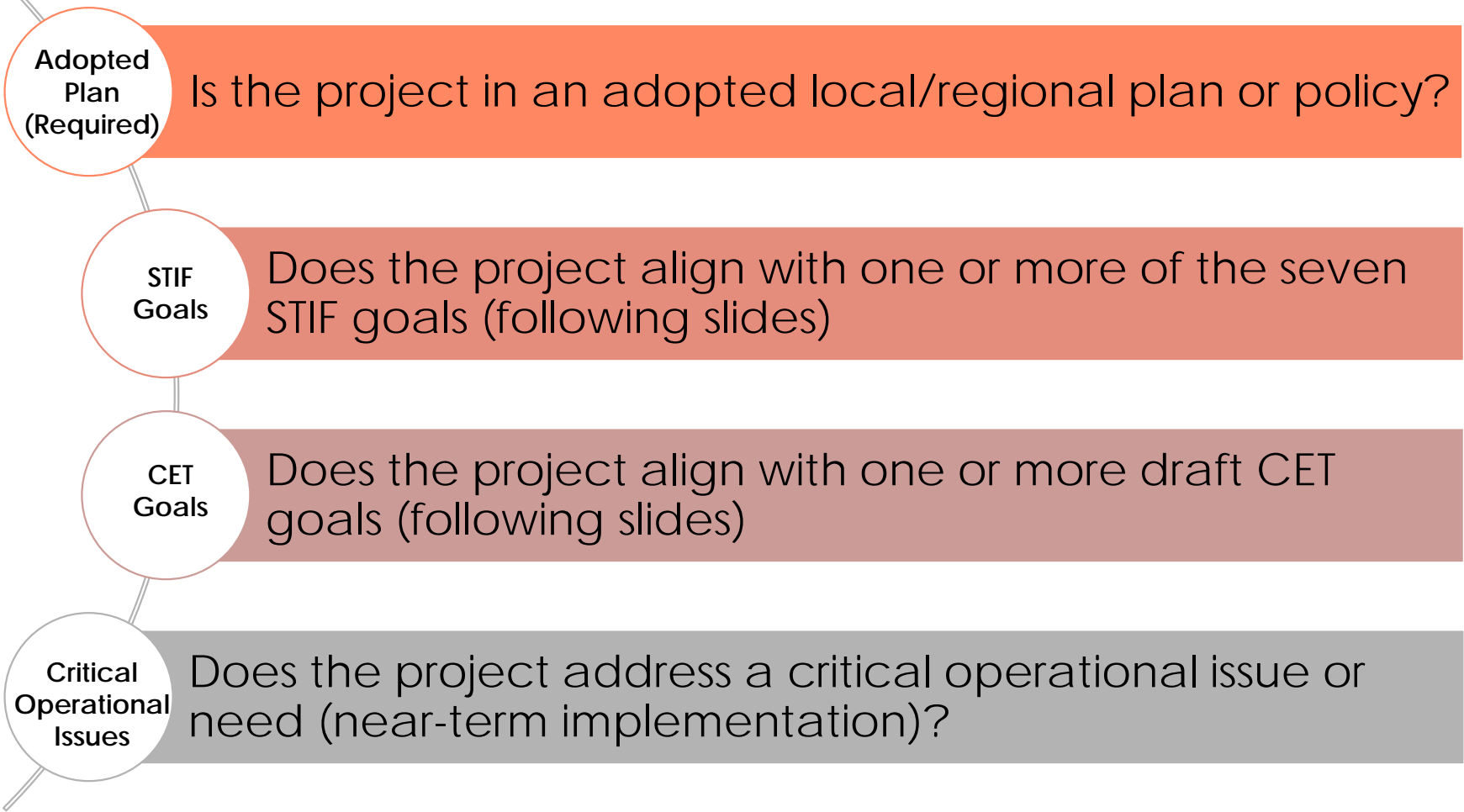
Sources of Potential Projects

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
Warm Springs	Medium	Low	Low	High	Medium

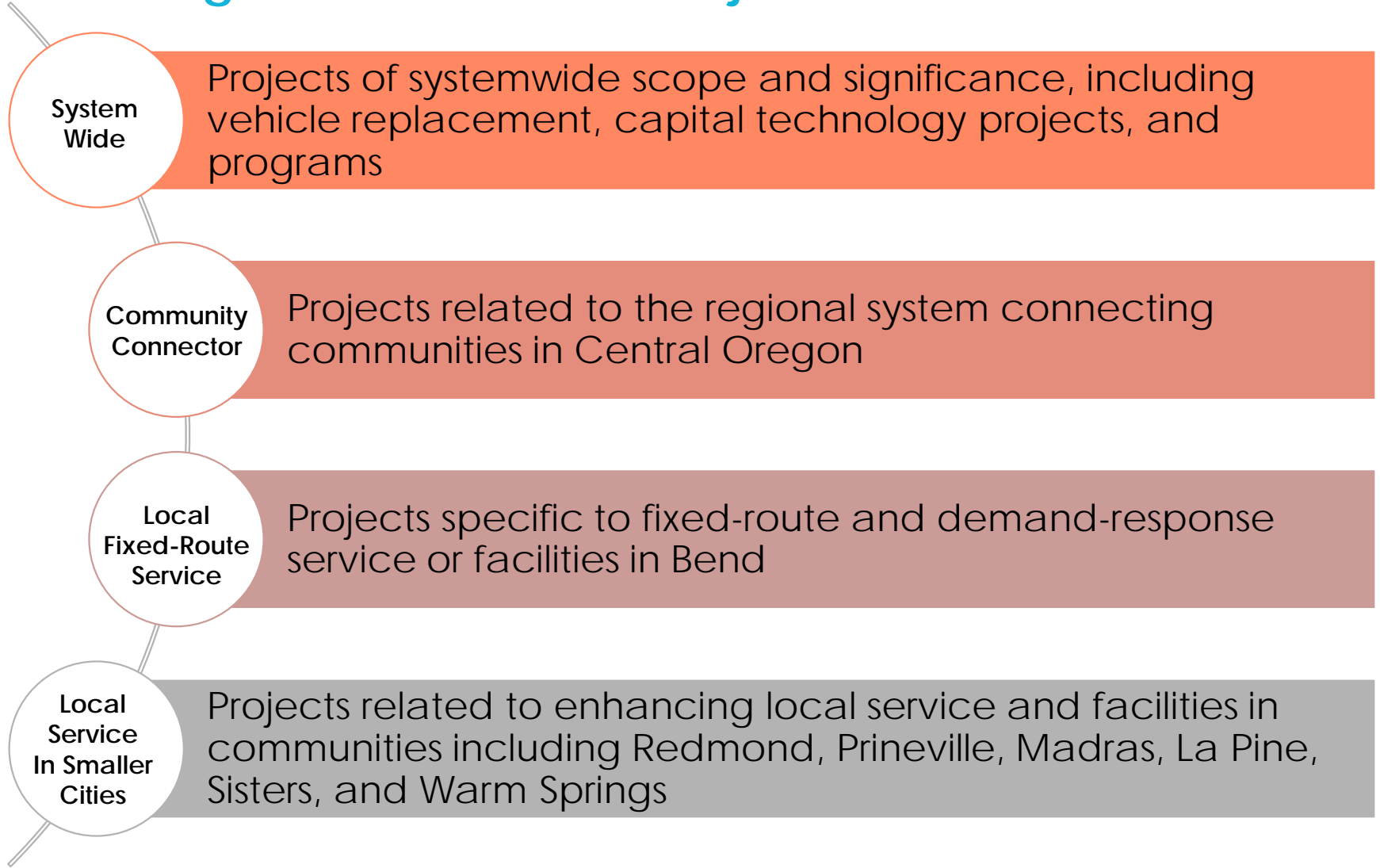
Memo 3: Evaluation of Potential Projects

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)
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



Systemwide Needs

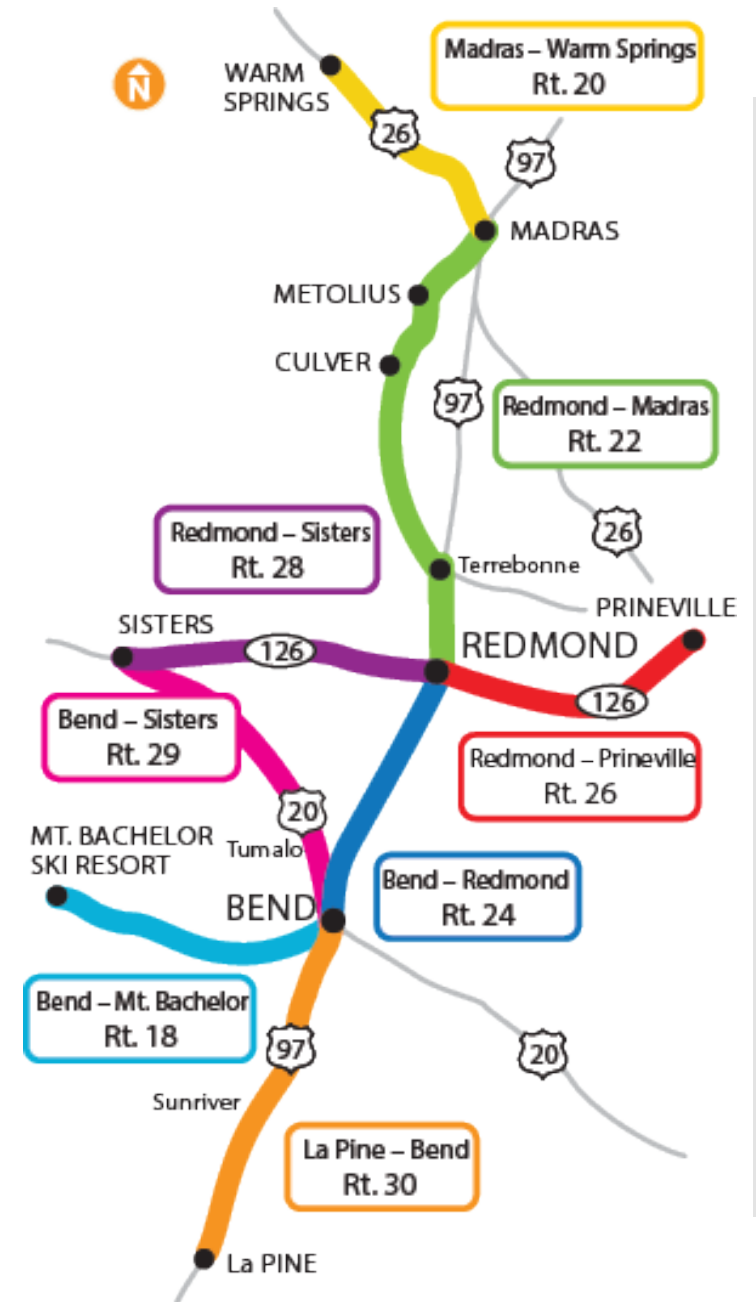
Systemwide Needs

- **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

Community Connector

Community Connector Overview of Potential Projects

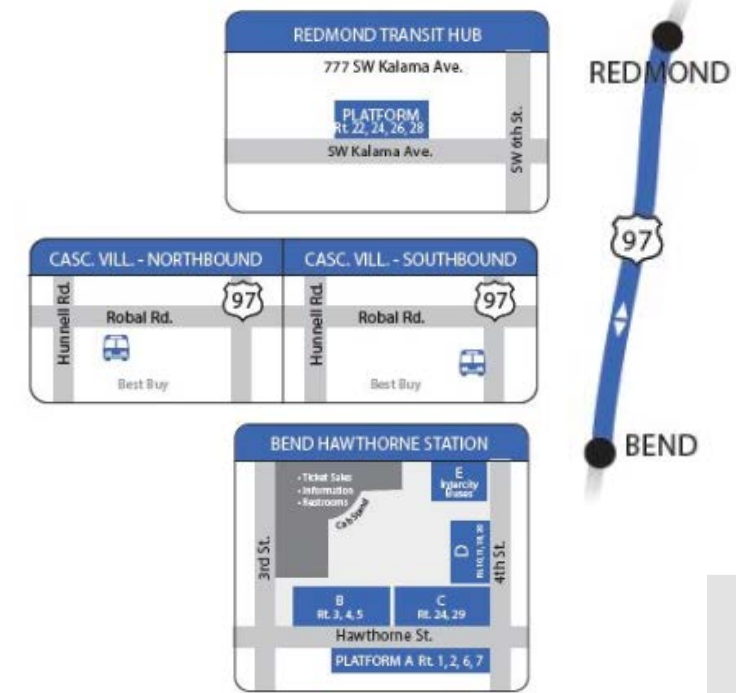
- **Additional AM/PM trips**
 - Work/school/other trips
- **More frequent AM/PM trips**
 - Additional vehicles = highest cost
 - Priority: Route 24 Redmond-Bend
- **Midday trips**
 - Some routes have no midday service
 - Convenient for non-work trips (medical, shopping, etc.) but can be lower ridership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



Community Connector

Community Connector

- Route 24 Redmond-Bend
 - Frequency:
 - Add AM/PM and midday trips - hourly all-day service
 - Additional bus needed
 - Improve timing with Bend fixed-route



	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 →

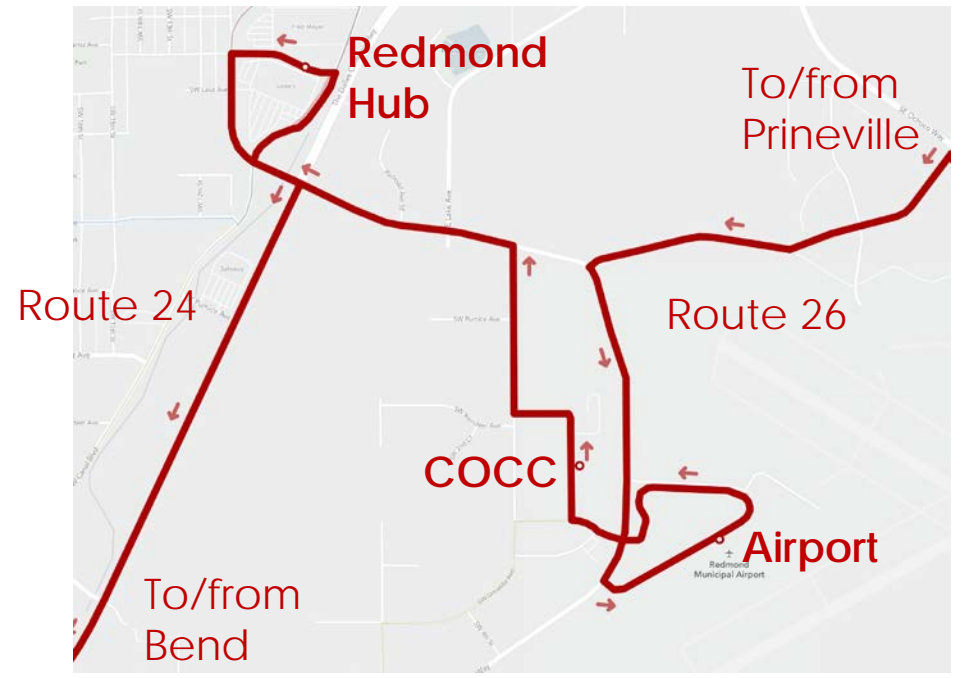
2 hour gap →

1.5 hour gap →

Redmond Airport Connection

- Add Route 24 extension or separate local route
- Through-route Route 26 between Prineville and Bend on some/all trips via Airport/COCC
- Serve:
 - Redmond Hub
 - Redmond Airport
 - Redmond COCC
 - Employment areas

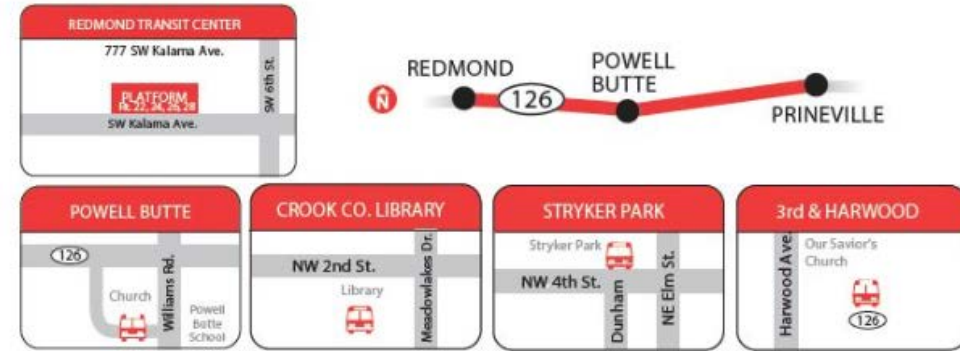
Community Connector



Community Connector

• Route 26 Prineville-Redmond

- Weekday:
 - Existing: six round trips
 - Add AM/PM ("interline" with Route 24 to/from Bend)
 - Add Midday trip
- Add Saturday service
- Deschutes/Crook County



Community Connector

Transfer from Route 24 from Bend

	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 ↑	-	-	-	-	-	-	-	-
PM ↓	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

10 min → Transfer to Route 24 to Bend
 24 min →

Community Connector

- Route 22 Madras-Redmond
 - Weekday:
 - Existing: Six round trips
 - Add Mid-morning (9 or 10 am) and PM
 - Higher priority than midday
 - Add Saturday service
 - Add stops: Redmond Walmart / St. Charles and downtown Redmond
 - Deschutes/Jefferson County



Community Connector

	NORTHBOUND					SOUTHBOUND				
	REDMOND HUB	TERREBONNE	CULVER E. 1ST ST.	METOLIUS	MADRAS DMV	MADRAS DMV	METOLIUS	CULVER E. 1ST ST.	TERREBONNE	REDMOND HUB
AM ↑	5:38	-	6:03	6:11	6:18	6:28	6:35	6:43	7:00	7:10
	-	-	-	-	-	7:05	7:12	7:20	-	7:46
	7:18	-	7:43	7:51	7:58	8:08	8:15	8:23	8:40	8:50
PM ↓	2:30	2:39	2:56	3:04	3:11	3:21	3:28	3:36	-	4:02
	4:12	4:21	4:38	4:46	4:53	5:03	5:10	5:18	-	5:44
	5:54	6:03	6:20	6:28	6:35	6:45	6:52	7:00	-	7:26

Community Connector

• Route 29 Sisters-Bend

- Consider local flex service in Sisters before/after trips
- Pilot midday trip 1 day/week to Bend, with connection to St. Charles area
- Add stops at Cascade Village
- Future stop in Tumalo (depends on roadway improvements)

Community Connector



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

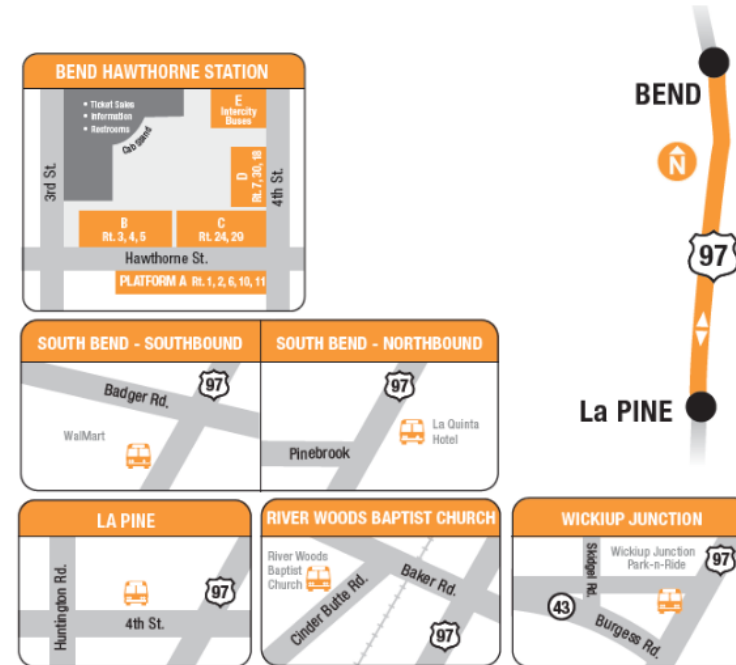
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	HAWTHORNE STATION	E. MAIN @ CEDAR	W. MAIN @ OAK	RAY'S FOOD PLACE	HAWTHORNE STATION
AM ↑	6:40	7:08	7:10	7:13	7:47
PM ↓	3:45	4:13	4:15	4:18	4:52
	5:10	5:38	5:40	5:43	6:17

Community Connector

Community Connector

- Route 30 / La Pine-Bend
 - Service to Sunriver
 - Local Flex-route
 - Relocate Deschutes River Woods stop to Country Store - under negotiation



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

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

Local Service

Local Service Overview

- **Bend:** Enhancements to fixed-route service
- **Redmond:** Introduce fixed-route service
- **Other Communities:**
 - Deviated fixed-route (flex-route) service
 - Madras, Prineville, La Pine, Sisters
 - Medical/shopping shuttles
- **Capital improvements**
 - Bus stops for fixed-route or flex-route service
 - Facility improvements at secondary hubs
 - Real-time information

Local Service in Bend

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

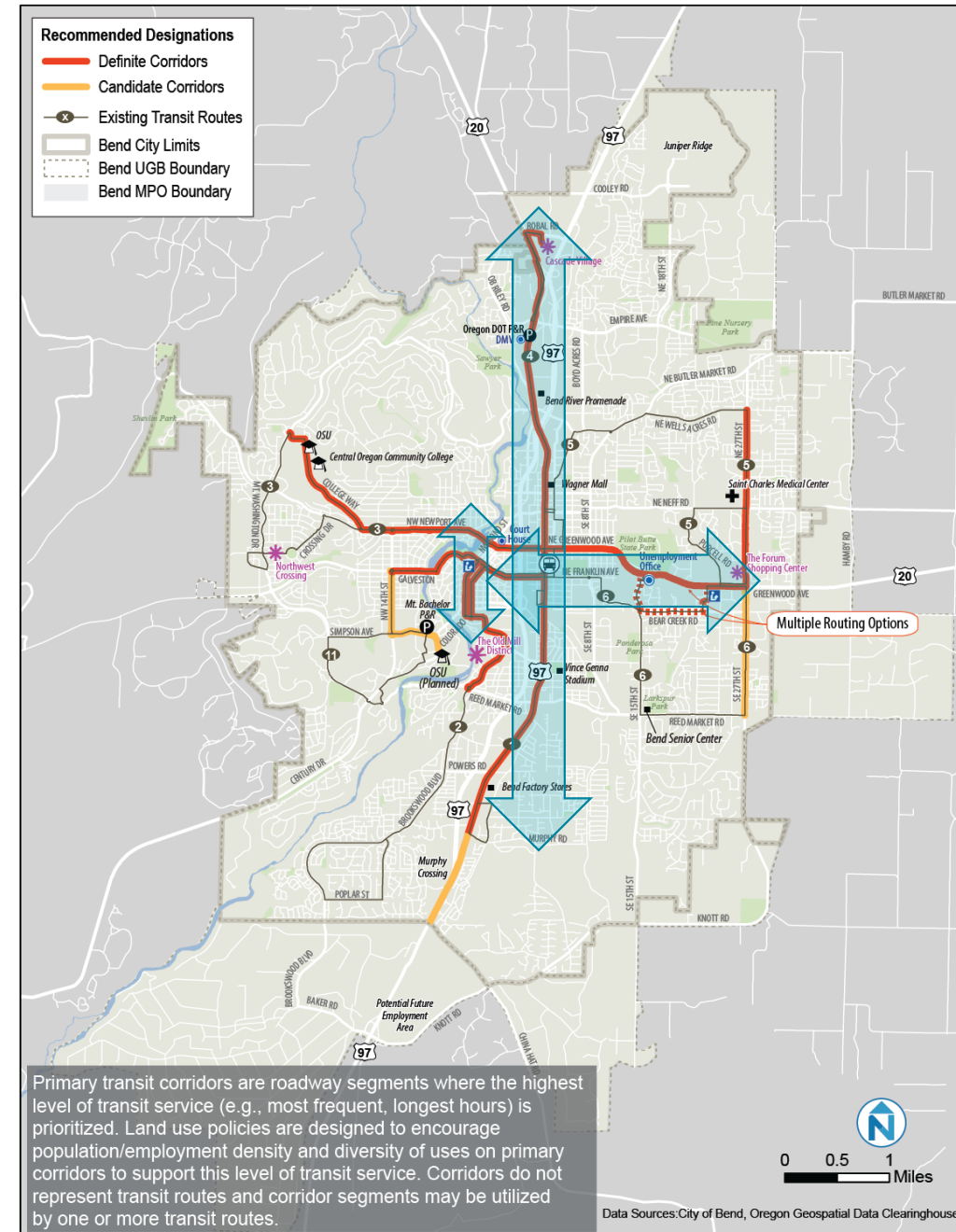
Weekday Frequency

- **Primary Transit Corridors**
 - Routes 1 & 4: 3rd Street
 - Route 7: Greenwood (Hospital/27th Street)
 - Hawthorne Station – Downtown: Short route

- Route 3: to COCC campus? Not as much support in public outreach

Local Service in Bend

Primary Transit Corridors



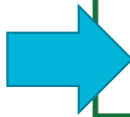
Local Service in Bend

Weekday Service Hours

- Earlier morning?
 - 5:30 am?



- Later - early evening
 - 7:30 or 8:00 pm trips?



	A		B		C		D		E		F		G		Hawthorne Station
	Hawthorne Station	Greenwd at 15th	27th at Grand Wy	Courtney at 27th	St. Charles Medical Center	Purcell at Lotus	Greenwd at Purcell	Greenwd at 8th	Hawthorne Station						
MONDAY - FRIDAY	6:00	6:02	6:05	6:08	6:14	6:16	6:19	6:22	6:24	<i>AM</i>					
	6:30	6:32	6:35	6:38	6:44	6:46	6:49	6:52	6:54						
	7:00	7:02	7:05	7:08	7:14	7:16	7:19	7:22	7:24						
	7:30	7:32	7:35	7:38	7:44	7:46	7:49	7:52	7:54						
	8:00	8:02	8:05	8:08	8:14	8:16	8:19	8:22	8:24						
	8:30	8:32	8:35	8:38	8:44	8:46	8:49	8:52	8:54						
	9:00	9:02	9:05	9:08	9:14	9:16	9:19	9:22	9:24	<i>PM</i>					
	9:30	9:32	9:35	9:38	9:44	9:46	9:49	9:52	9:54						
	10:00	10:02	10:05	10:08	10:14	10:16	10:19	10:22	10:24						
	10:30	10:32	10:35	10:38	10:44	10:46	10:49	10:52	10:54						
	11:00	11:02	11:05	11:08	11:14	11:16	11:19	11:22	11:24						
	11:30	11:32	11:35	11:38	11:44	11:46	11:49	11:52	11:54						
	12:00	12:02	12:05	12:08	12:14	12:16	12:19	12:22	12:24	<i>PM</i>					
	12:30	12:32	12:35	12:38	12:44	12:46	12:49	12:52	12:54						
	1:00	1:02	1:05	1:08	1:14	1:16	1:19	1:22	1:24						
	1:30	1:32	1:35	1:38	1:44	1:46	1:49	1:52	1:54						
	2:00	2:02	2:05	2:08	2:14	2:16	2:19	2:22	2:24						
	2:30	2:32	2:35	2:38	2:44	2:46	2:49	2:52	2:54						
3:00	3:02	3:05	3:08	3:14	3:16	3:19	3:22	3:24							
3:30	3:32	3:35	3:38	3:44	3:46	3:49	3:52	3:54							
4:00	4:02	4:05	4:08	4:14	4:16	4:19	4:22	4:24							
4:30	4:32	4:35	4:38	4:44	4:46	4:49	4:52	4:54							
5:00	5:02	5:05	5:08	5:14	5:16	5:19	5:22	5:24							
5:30	5:32	5:35	5:38	5:44	5:46	5:49	5:52	5:54							
6:00	6:02	6:05	6:08	6:14	6:16	6:19	6:22	6:24							
6:30	6:32	6:35	6:38	6:44	6:46	6:49	6:52	6:54							
7:00	7:02	7:05	7:08	7:14	7:16	7:19	7:22	7:24							

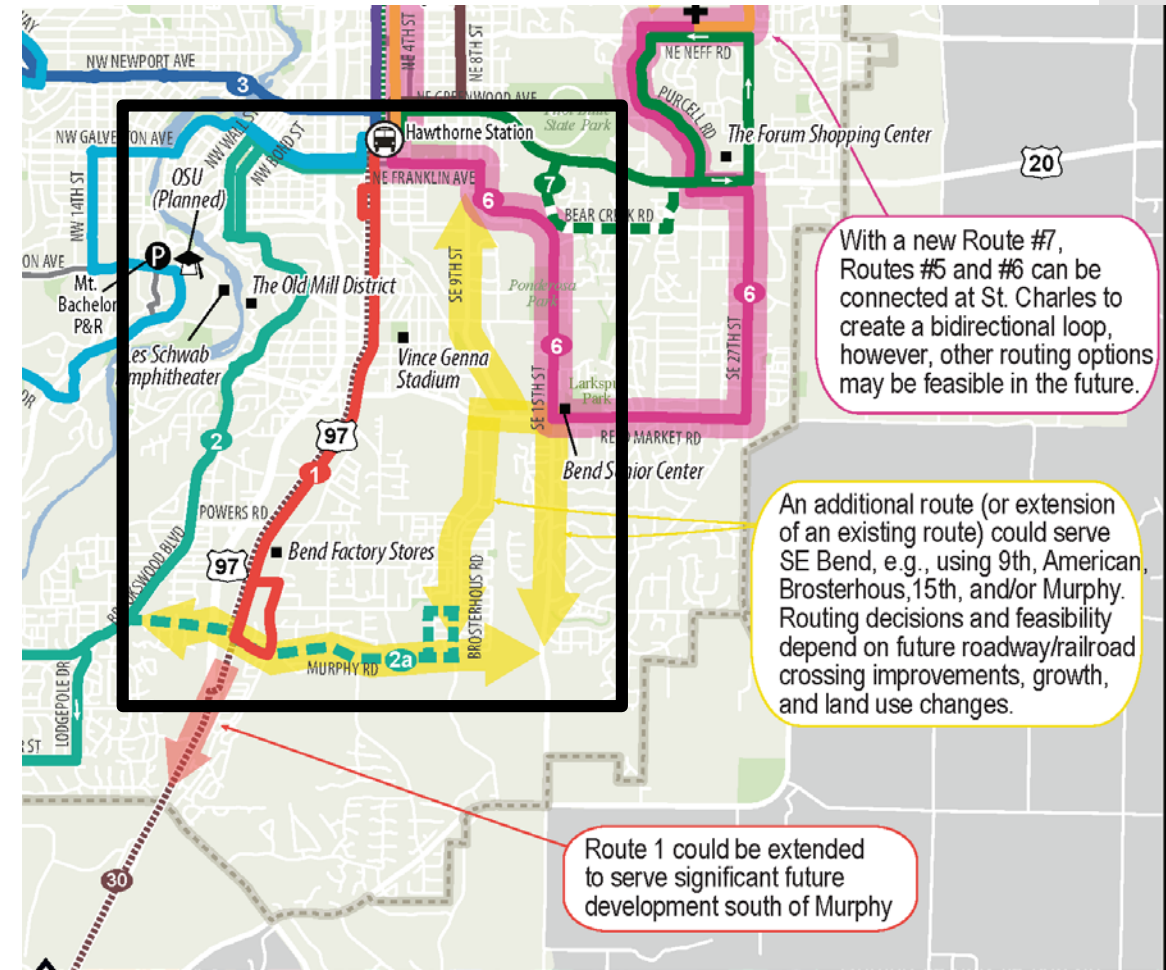
Local Service in Bend

New Routes

- Southeast
 - Extension of Route 1
 - New route
 - At-grade rail crossing concerns

Design decision can be part of the TDP process

Bend Transit Plan Concept (2013)



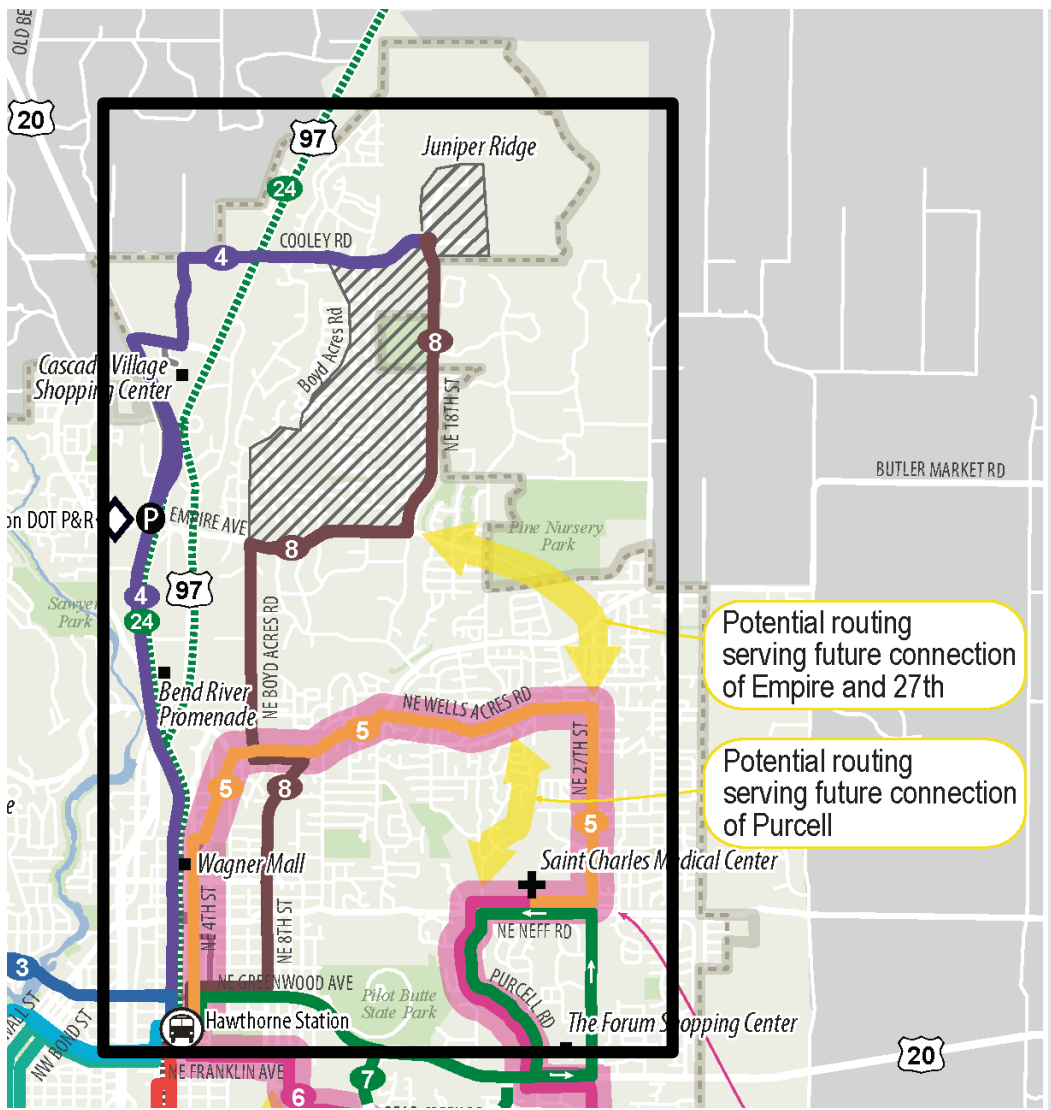
Local Service in Bend

New Routes

- Northeast
 - Extension of Route 4 and/or new Route "8"
 - Future connection using Empire-27th?

Design decision can be part of the TDP process

Bend Transit Plan Concept (2013)



Local Service in Bend

Weekend Service

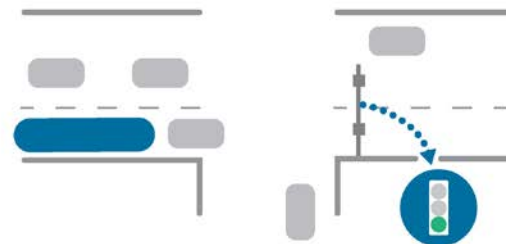
- Saturday service hours
 - E.g., 7 am – 7 pm
- Saturday frequency
 - Lower priority?
- Limited Sunday service

SATURDAY - SUNDAY	A	B	C	D	E	F	G		
	Hawthorne Station	Greenwd at 15th	27th at Grand Wy	Courtney at 27th	St. Charles Medical Center	Parcell at Lotus	Greenwd at Parcell	Greenwd at 8th	Hawthorne Station
	8:04	8:06	8:09	8:12	8:16	8:18	8:21	8:24	8:26 AM
	9:04	9:06	9:09	9:12	9:16	9:18	9:21	9:24	9:26 AM
	10:04	10:06	10:09	10:12	10:16	10:18	10:21	10:24	10:26 AM
	11:04	11:06	11:09	11:12	11:16	11:18	11:21	11:24	11:26 AM
	12:04	12:06	12:09	12:12	12:16	12:18	12:21	12:24	12:26 PM
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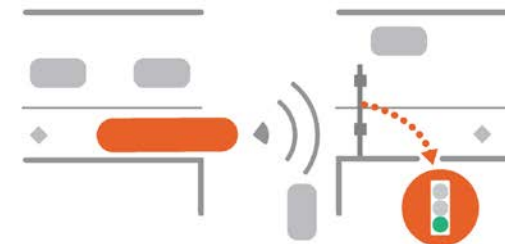
Local Service in Bend

Capital Improvements

- Safety, transit access, stop amenities
 - Annual contributions to improvement fund
- 3rd Street Speed & Reliability
 - Coordinated with ODOT and City of Bend



Shared traffic signals
Bus subject to congestion



Transit signals
Traffic bypass lane

Local Service in Bend

Hawthorne Station Capital/Programmatic Improvements

- Increased customer service hours
- Station improvements
- Pedestrian crossing or other access improvements



Memo 3: Near- and Short-Term Projects

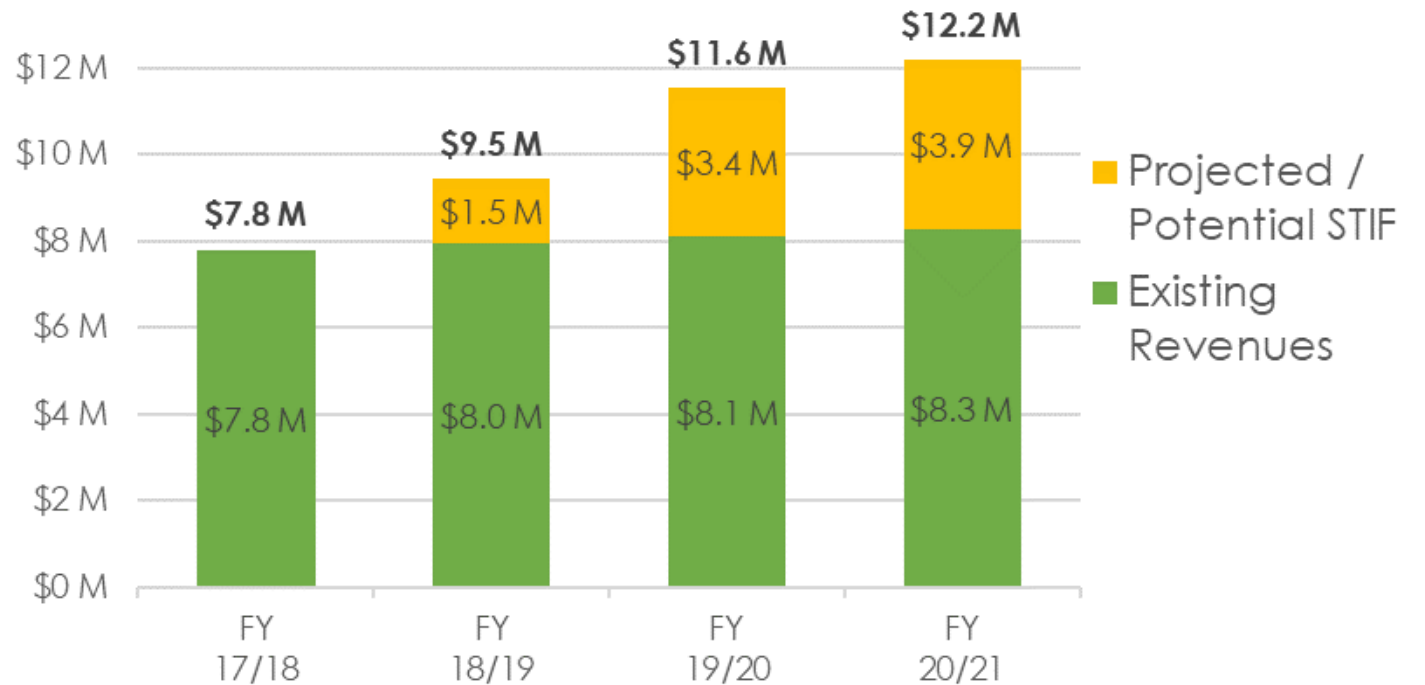
Additional Short-Term Projects (Beyond FY 2019-2021)

- 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

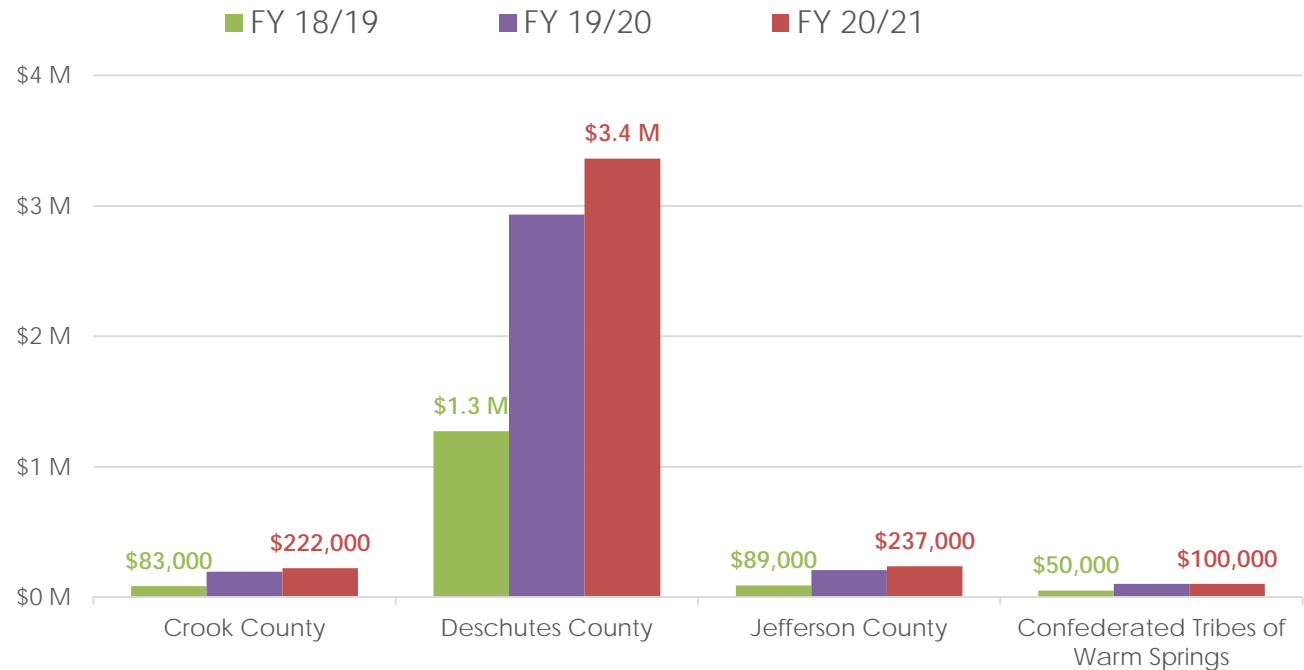
- STIF will provide an additional \$1.5 M in FY 2019 and an additional \$3.4 M to \$3.9 M in FY 2020 and FY 2021 for transit expansion/enhancement
- Existing and new funds – total for all four QEs:



Memo 3: How to prioritize new funds?

Statewide Transportation Improvement Fund

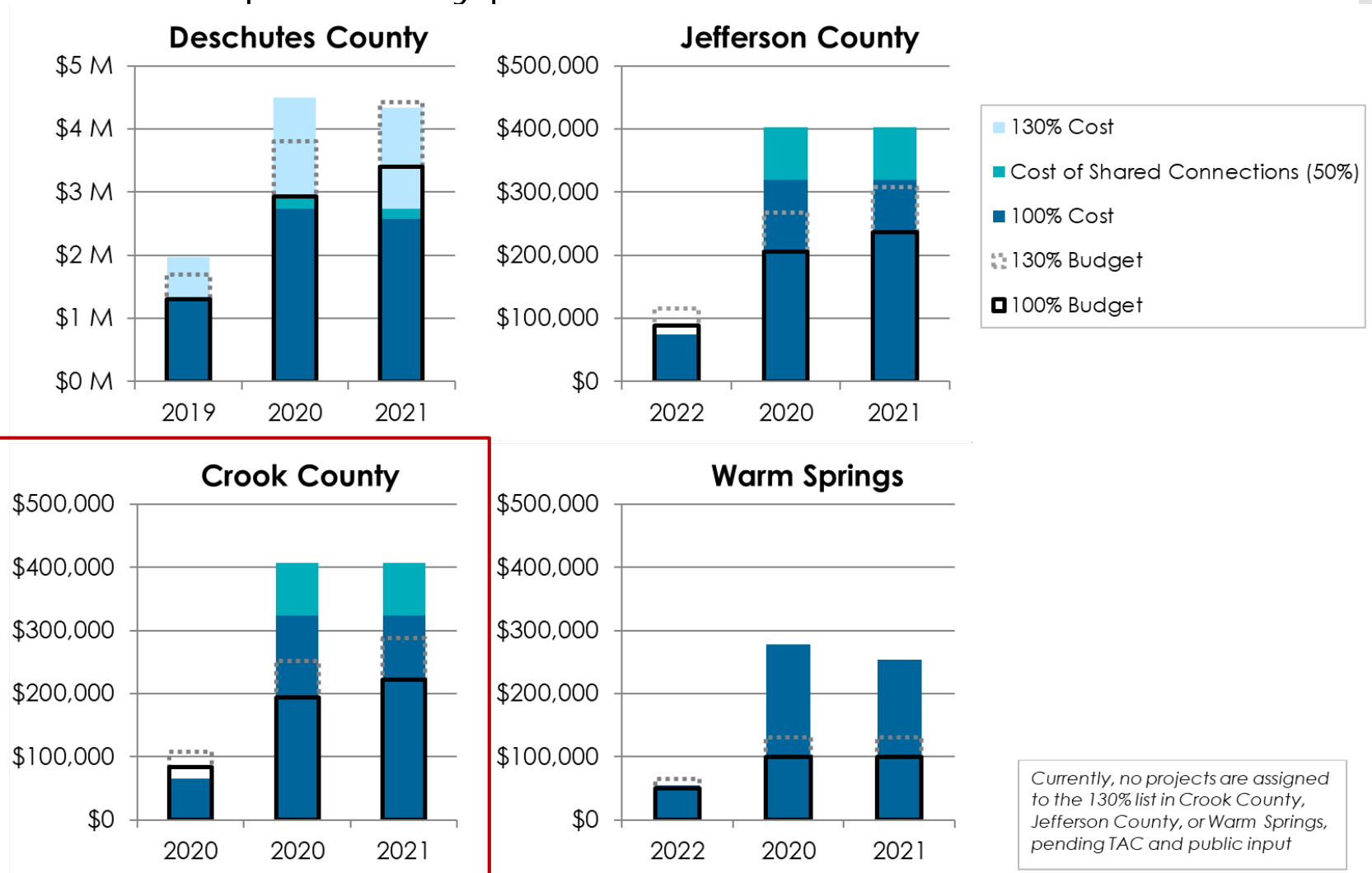
- Qualified Entities (QEs) allocate funds to a ranked list of projects
- Projects may be within one or multiple Qes
- FY 2019: partial year focused on one-time costs
- Goal of Memo 3 and TAC meetings: develop consensus around how to prioritize funds across the region



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