

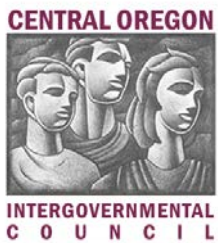


Cascades East Transit

Developing a Regional Transit System to Meet Regional Needs

COIC Board Local Transit Funding Subcommittee

August 16, 2013



Presentation Overview

- **Setting the Stage: Moment in Time**
- **Service Overview**
- **Planned improvement highlights**
- **Vision/Strategy/Funding & Next Steps**

MOMENT IN TIME

Cascades East Transit (CET), Now

- **CET is operated by the Central Oregon Intergovernmental Council**
- **CET was developed in response to planning processes demonstrating stakeholder desire for regionally-based transit system**
 - Ridership #s and survey data have demonstrated that it is indeed useful
- **Benefitted from start-up funds, but now must transition to sustainable system**
- **City of Bend funding commitment terminates in 2015**

CET, Now

- **Rural Funding (outside Bend) is cobbled from dozens of sources; volatile; current downward trend.**
- **Over the next year, COIC and the region must create a sustainable funding system.**
- **Funding options have governance implications – e.g. property tax = new transit district.**
- **Recently-completed planning processes for Bend and the Region have ID'd the highest-priority improvements, based on future demand.**

SYSTEM OVERVIEW

Whom does CET Serve?

Primary Passengers/Needs Being Met:

- **Transit reliant (seniors, persons with disabilities, low-income households)**
- **Students/Employees:**
 - Over 75% of CC Shuttle trips
 - Over 50% of Bend Fixed Route and local DAR trips
- **Other, including**
 - Medical appointments
 - Senior meal
 - Grocery shopping
 - Recreation



Current Service Overview

■ **Fixed Route Service in Bend**

- 7 Routes, M-S; 40-minute “headways” (bus frequency)
- ~ 60% of the population is within ¼ mile
- Most popular destinations are COCC, St. Charles, downtown area
- Complementary “Paratransit” (dial-a-ride) for persons with disabilities and low-income seniors
- Serving 20 riders per service hour

■ **Local General Public Dial-A-Ride in La Pine, Redmond, Prineville, Madras, and Sisters**

- M-F (Sisters is Tuesday only); generally 7am – 5:30pm
- Requires a reservation by 4pm prior day
- Variable service hours
- Note: One fixed route in Redmond, connecting Redmond Library (regional hub) with COCC/DHS/Worksource and Airport
- Connects to Community Connector Shuttles

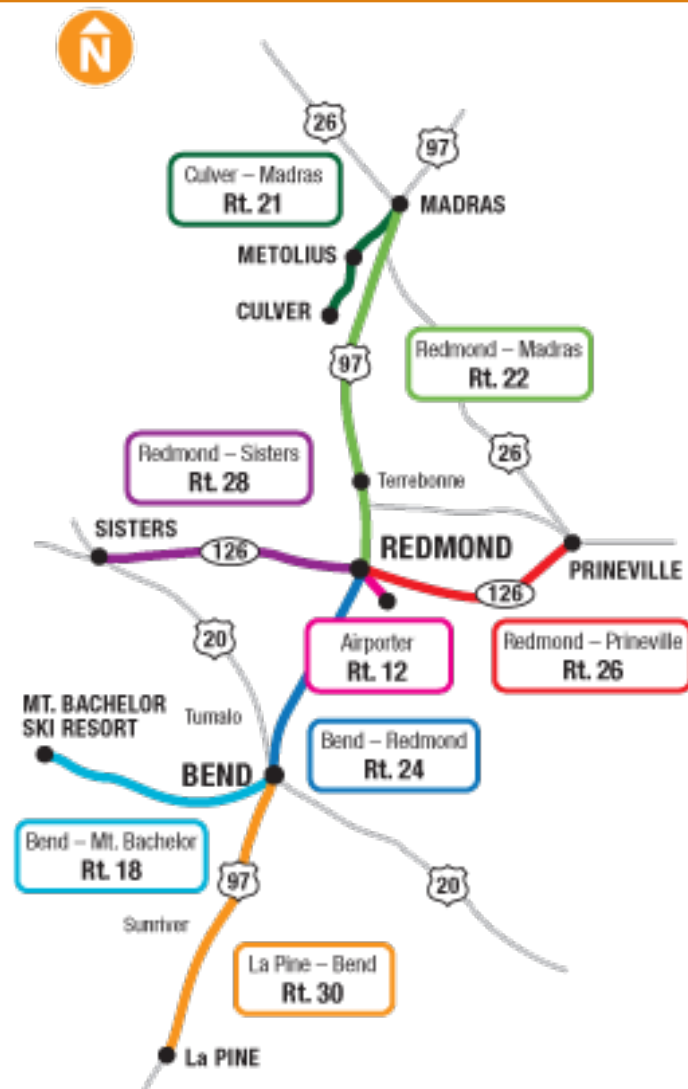
Current Service Overview, cont.

- **Community Connector Shuttles**
 - CC Shuttles connect all cities in Central OR
 - M-F, varying # of trips/day
 - Timed to Bend Fixed Route “pulse”
- **Special/Seasonal Services**
 - Mt. Bachelor Shuttle
 - Planning Meissner Sno-Park stop in 2014
 - Ride the River





cascades east transit REGIONAL SYSTEM MAP





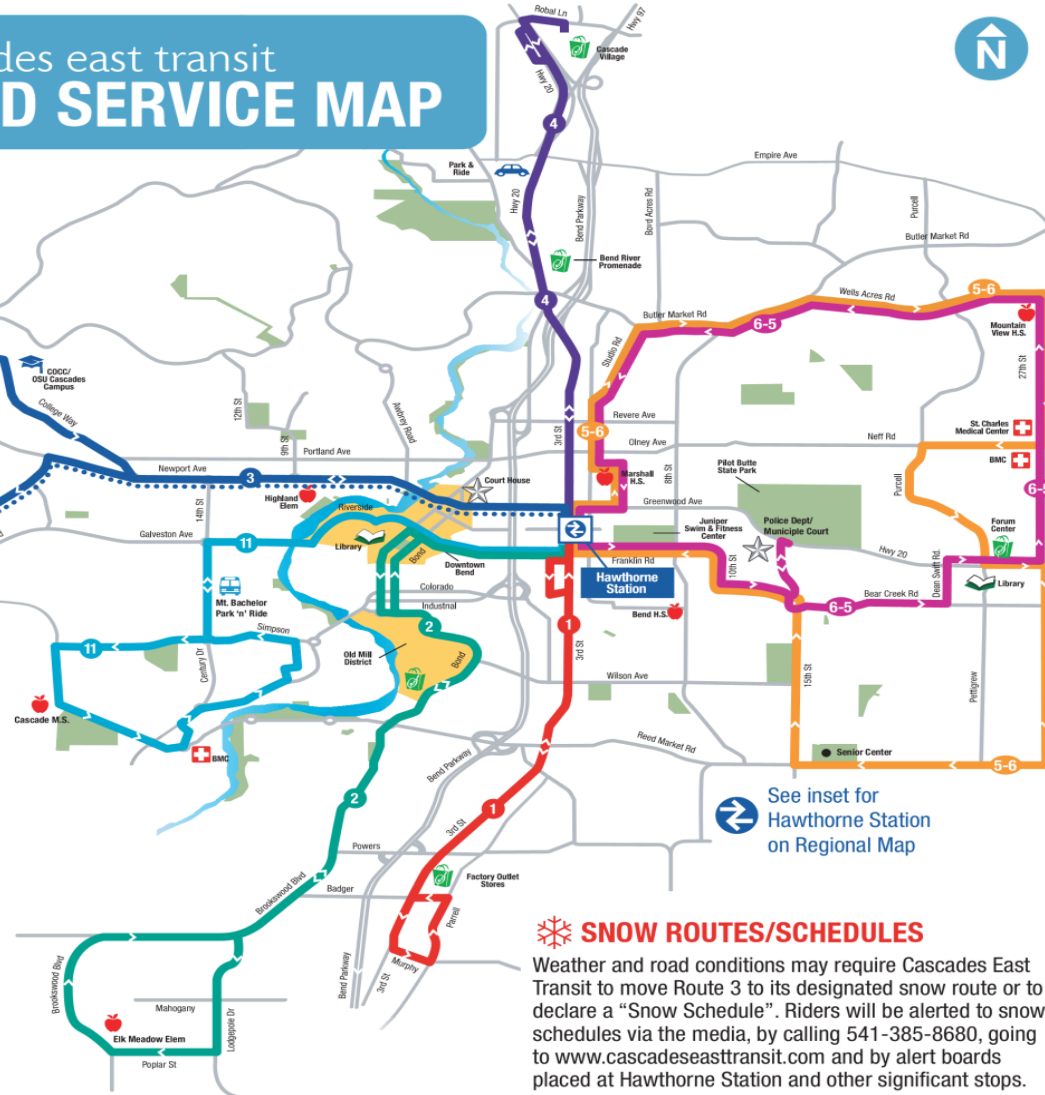
cascades east transit BEND SERVICE MAP



SYSTEM MAP LEGEND

0 1/2 Mile 1 Mile

- 1** South 3rd Street
- 2** Brookwood
- 3** Newport
- 4** North 3rd Street
- 5-6** St. Charles/Reed Market
- 6-5** Bear Creek/Mtn. View
- 11** Galveston
- Transfer Point
- Snow Route



SNOW ROUTES/SCHEDULES

Weather and road conditions may require Cascades East Transit to move Route 3 to its designated snow route or to declare a "Snow Schedule". Riders will be alerted to snow schedules via the media, by calling 541-385-8680, going to www.cascadeseasttransit.com and by alert boards placed at Hawthorne Station and other significant stops.

Fleet

Vehicle Capacity	Less than 10	10-20	20-30	30+	Total
Dial-A-Ride (Bend and Rural)	5	23	7	-	35
Community Connector	-	2	5	1	8
Bend Fixed-Route	-	4	8	-	12
Mountain Service	-	-	-	7	7
Total	5	29	20	8	62



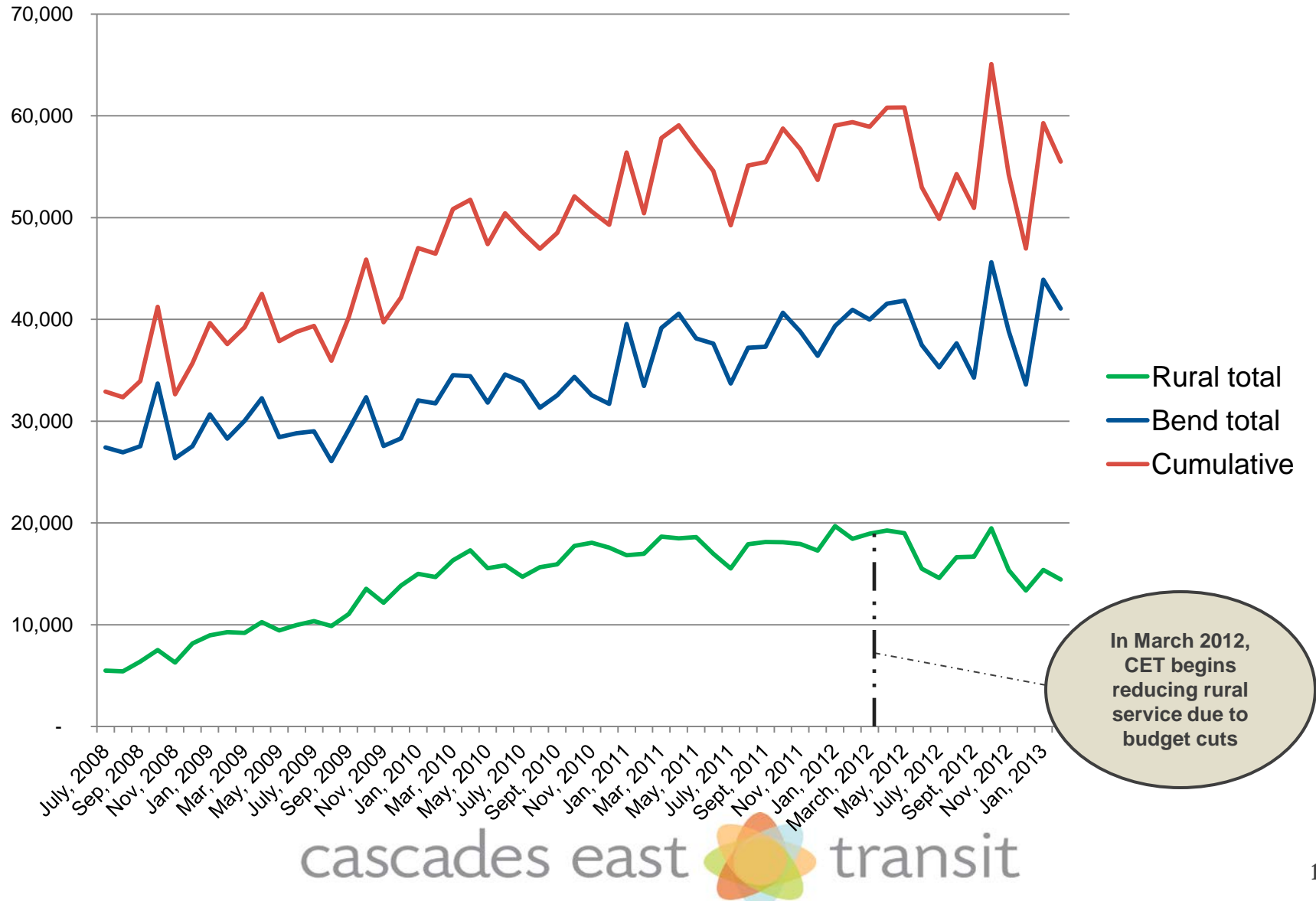
Facilities

- **Hawthorne Station** (334 NE Hawthorne Ave. Bend). Multi-modal transportation center.
 - Hub for Bend fixed-route and Community Connector service.
 - Stop for the High Desert POINT, Eastern POINT, Valley Retriever, Grant County People Mover and Greyhound.
 - Also provides administrative offices for COIC.
- **Bear Creek** (1250 NE Bear Creek Rd. Bend).
 - Provides maintenance for the CET fleet and professional offices for COIC and Paratransit Services staff.
- **Antler Ave Facility**
 - CET and CERC call center
 - CET dispatch
 - Shared maintenance facility.
 - Partnership with the City of Redmond; used for CET as well as City fleet maintenance.
- **Fixed-route stops, transit shelters, etc.**

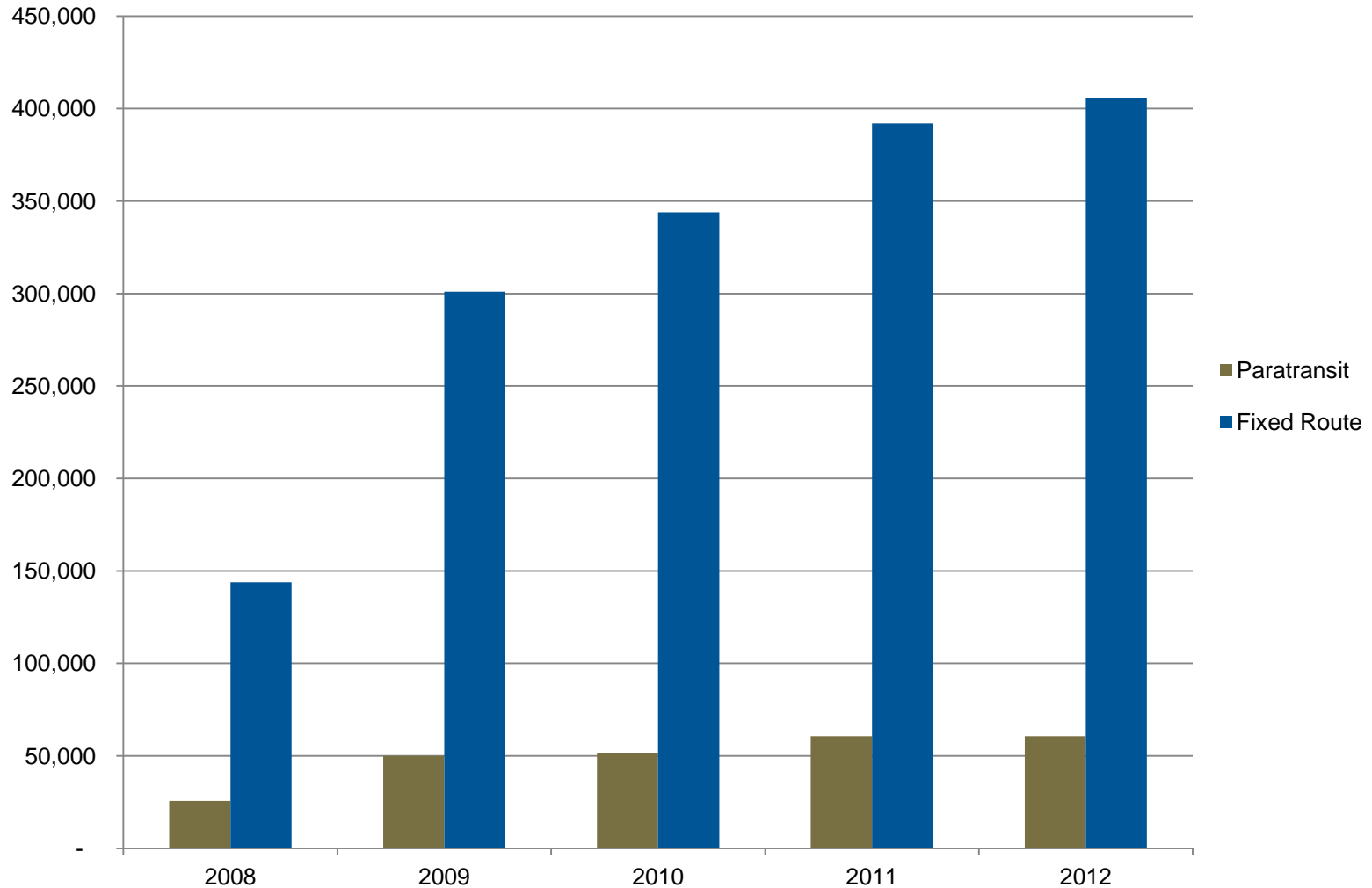


SYSTEM PERFORMANCE

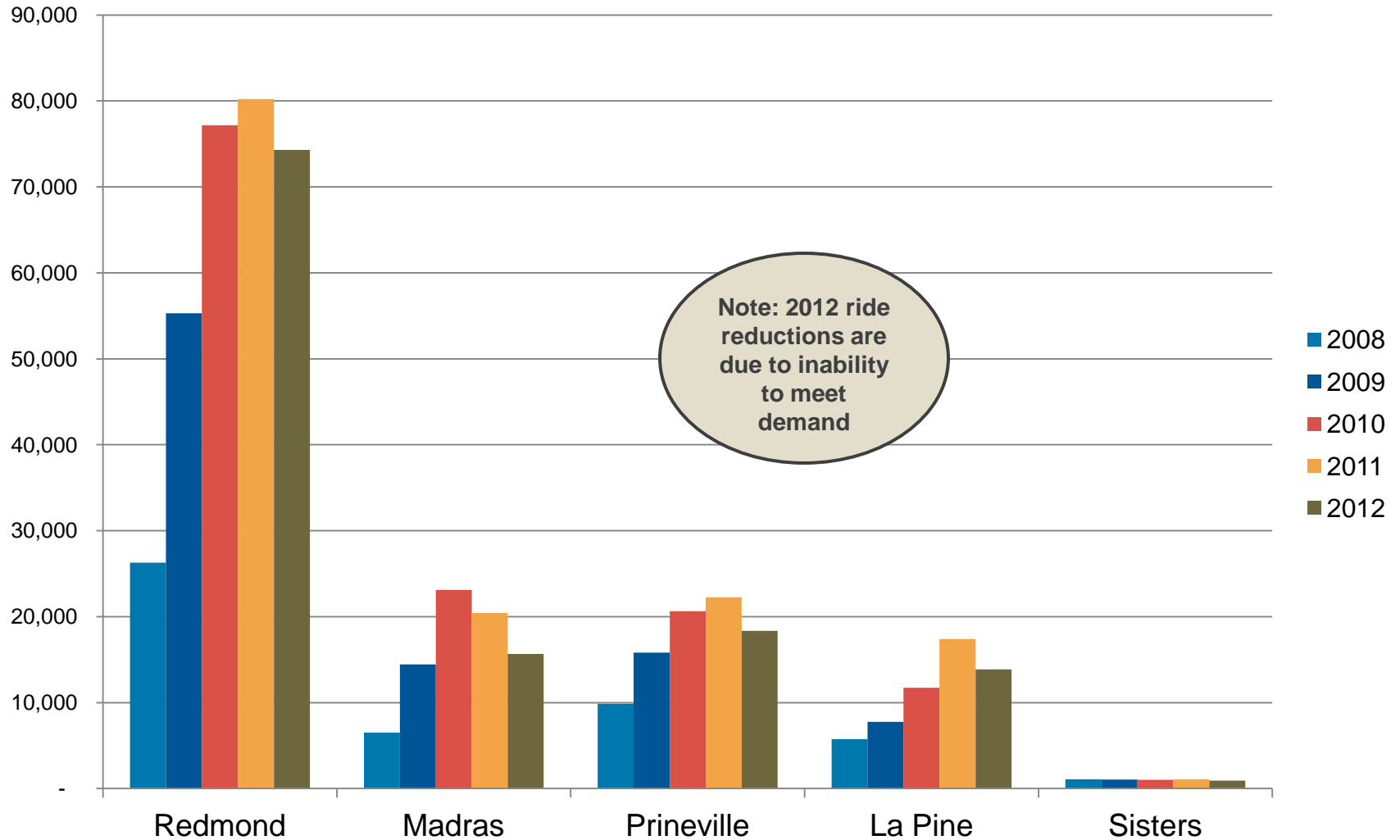
System Performance – Cumulative Ridership



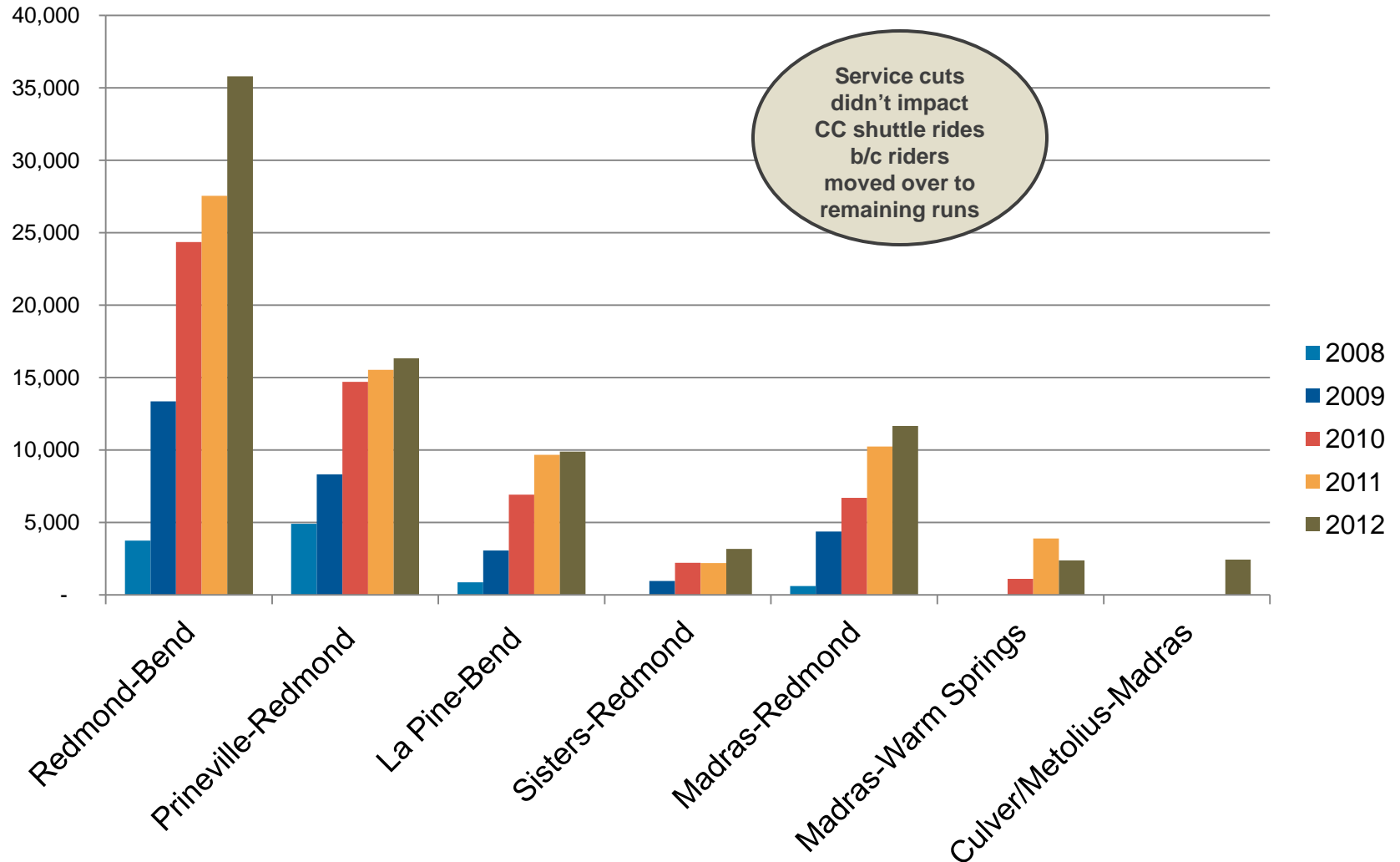
System Performance – Bend Fixed Route and Paratransit Annual Ridership



System Performance – Local DAR Annual Rides



System Performance – CC Shuttle Annual Rides



BUDGET, FUNDING

Current CET Budget: Costs

FY 2014 Budget	Rural Service (includes Community Connector shuttles)	Bend
Personal Services: Wages/Benefits	\$1,388,828	\$460,674
Materials and Services	\$789,476	\$2,150,810
Contracted labor	NA	\$1,399,721
Capital	\$220,000	\$220,000
Total	\$2,398,304	\$2,831,484

Current CET Budget: Funding

- **Bend:**
 - Single largest source: City of Bend (over \$1 million)
 - Source = General Fund
 - Remaining is primarily federal grants
 - pegged to Census population
- **Rural (outside Bend):**
 - Dozens of sources cobbled together, many declining
 - Notably, local city funding has not declined
 - Federal funds are pegged to rides and miles
- **Farebox Recovery (averages):**
 - Bend DAR = 6.3%
 - Bend Fixed Route = 13.6%
 - Rural DAR = 7.4%
 - CC Shuttles = 20.0%
- **Fully-utilizing state and federal**
 - In both Bend and Rural, CET is fully utilizing all currently-available federal and state grants
 - Note: MAY be opportunity to leverage further recreation-oriented transit funding, but would require additional local funding to match it
- **Currently, no dedicated local fund**
 - Largest system in OR without such
 - Additional local funding is the key to growing CET

REGIONAL/BEND TRANSIT MASTER PLAN: PRIORITY IMPROVEMENTS

Planning Effort Overview

- **Bend Transit Plan (BTP):**

- Conducted by Bend MPO (Nelson/Nygaard consultants) from 2011-late 2012
- Methodology included extensive public/stakeholder outreach, analysis of primary transit corridors, analysis of future demand, incorporation of special circumstances (e.g. OSU-CC), and development of priority service improvements

- **Regional Transit Master Plan:**

- Conducted by COIC; dovetails with BTP (Nelson Nygaard consultants)
- Methodology included public and stakeholder outreach to all regional communities, on-board and general public surveys, analysis of future demand, and development of priority service improvements.

Outreach Findings: Major Themes

■ **Regional Survey**

- Transit tested well as a solution to transit reliant mobility needs, economic development goals, and environmental and congestion goals.
- Survey found that a modest transit tax would pass in Redmond and be very close in Bend
- Little awareness of transit system.

■ **On-Board Rider Survey**

Desires:

- Later service hours
- More convenience and flexibility (less DAR, more fixed route)
- Saturday and Sunday service
- Better stop amenities (e.g. shelters and restrooms)

Outreach Findings Summary

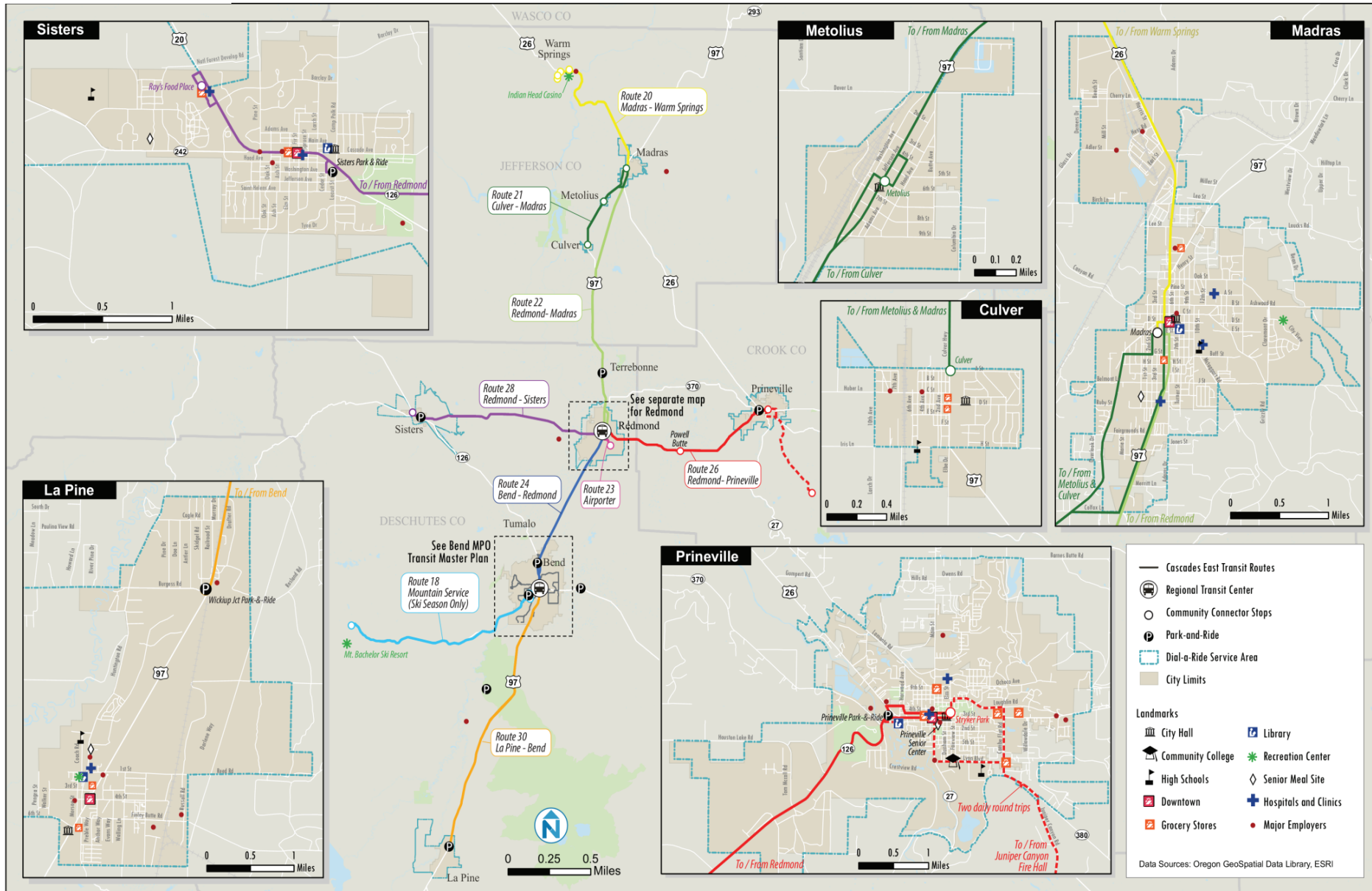
■ **Public Meetings**

- Strong support for having transit
- Need more outreach/marketing for transit
- Emphasis on meeting needs of transit-reliant but attracting more choice riders as the system matures
- Desire higher farebox recovery
- No consensus on funding tools

■ **Stakeholder Meetings**

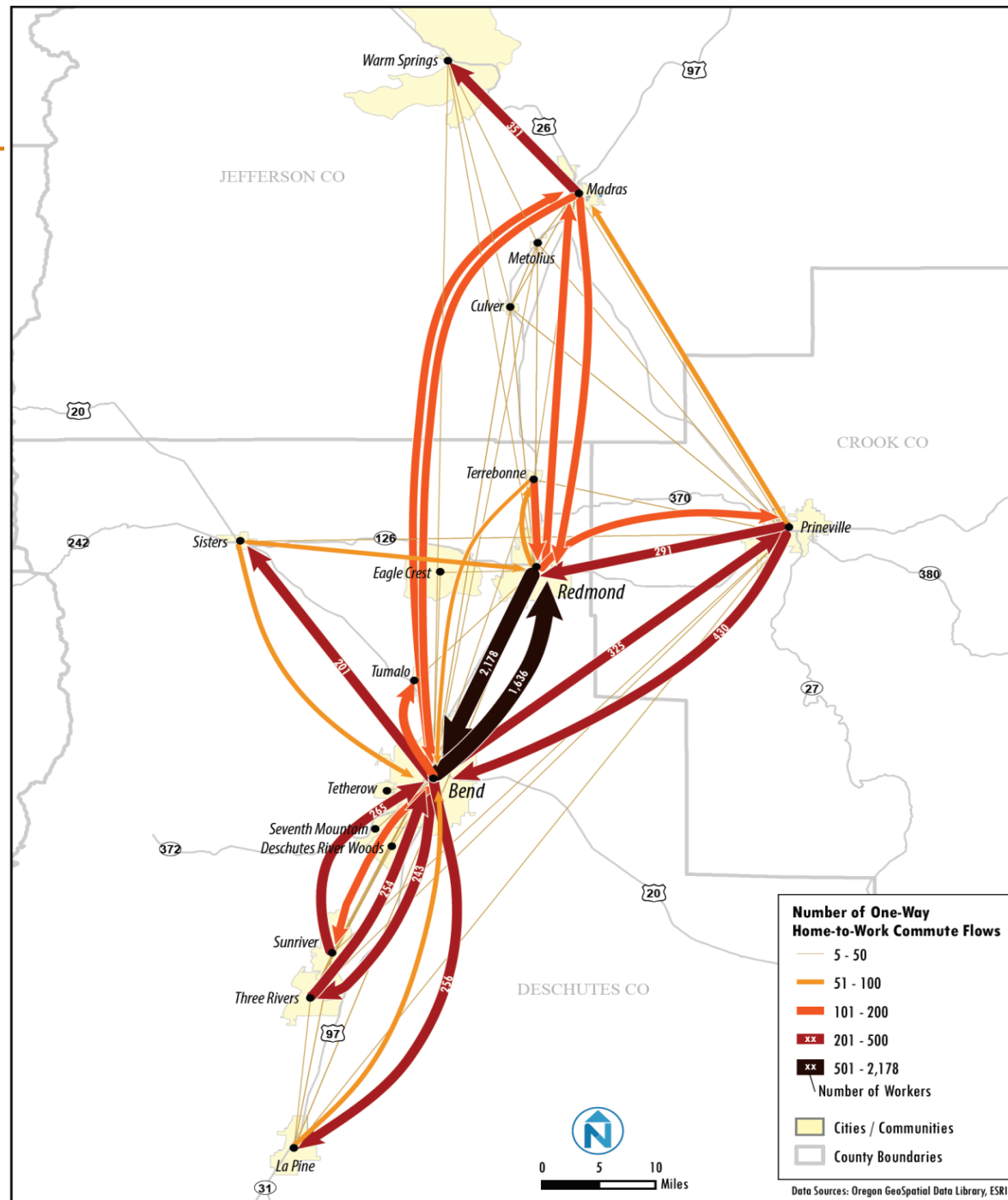
- Concern over rising costs
- Emphasize economic development benefits of transit
- Need better outreach and engagement with partners and publics
- No consensus on funding tools
- Maximize efficiencies and opportunities for public-private partnerships

RTMP: Regional Transit Activity Centers



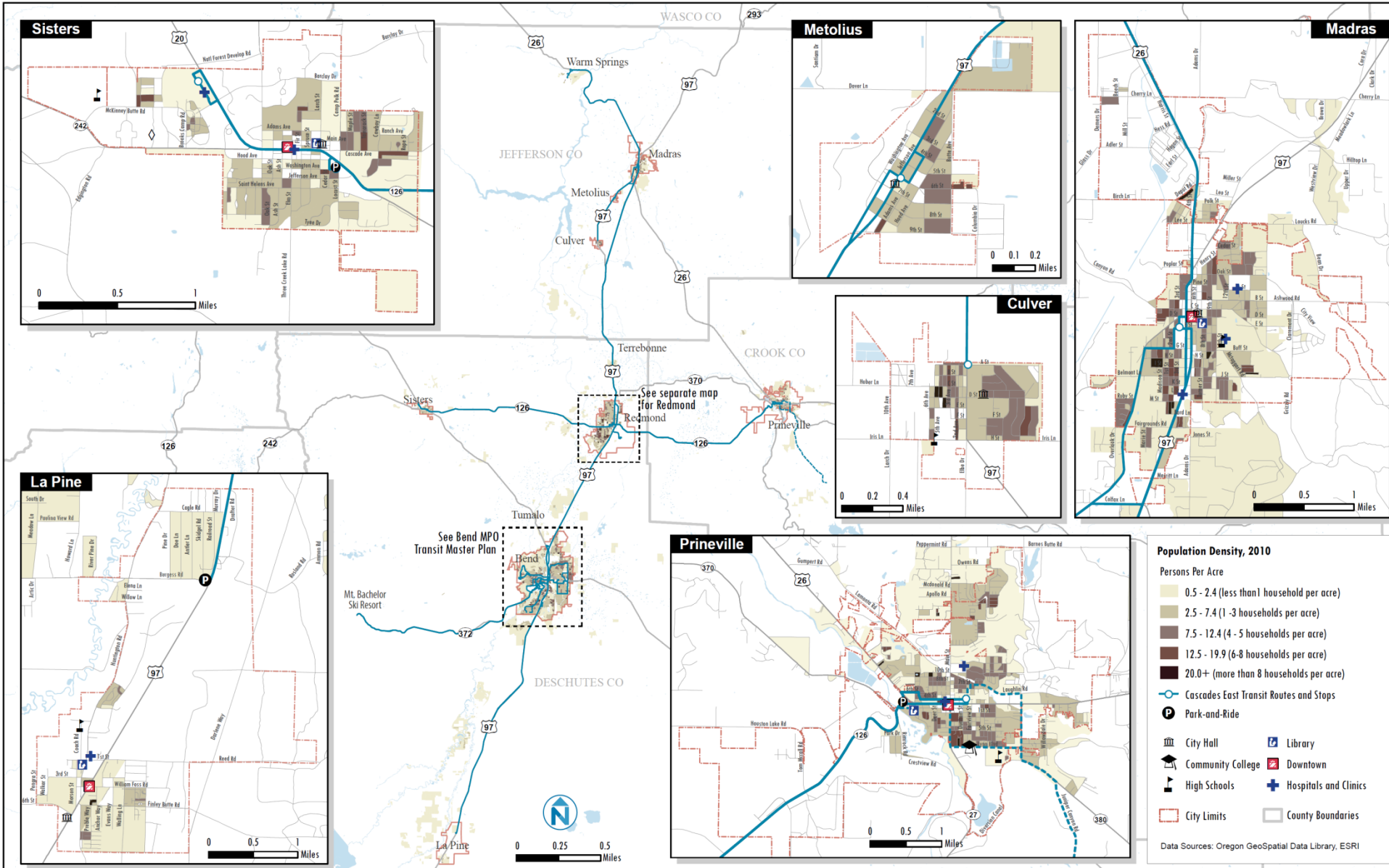
RTMP: Regional Commuting

Home-to-Work Commute Patterns between Communities



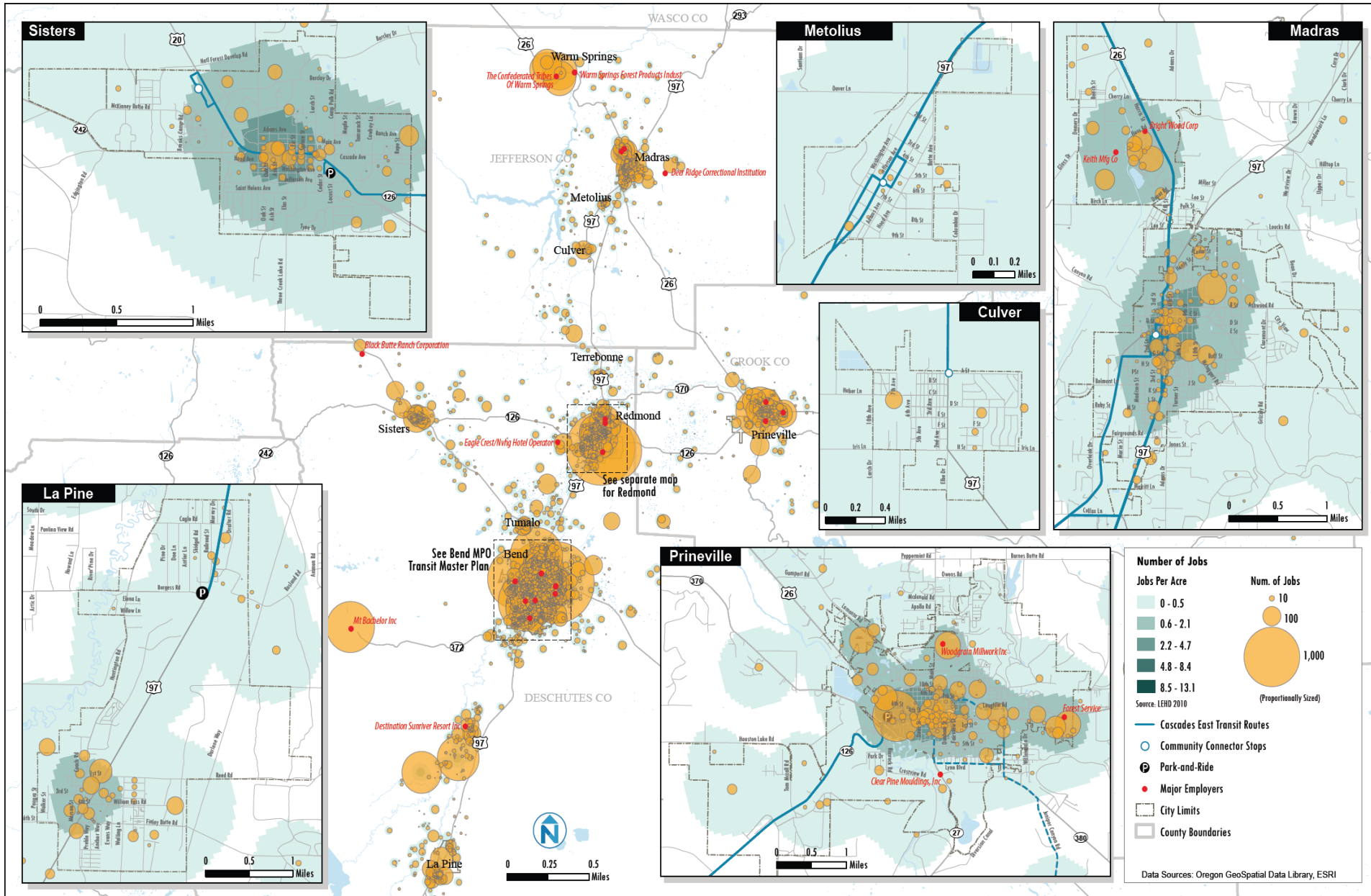
RTMP: Population Density

Population Density, 2010

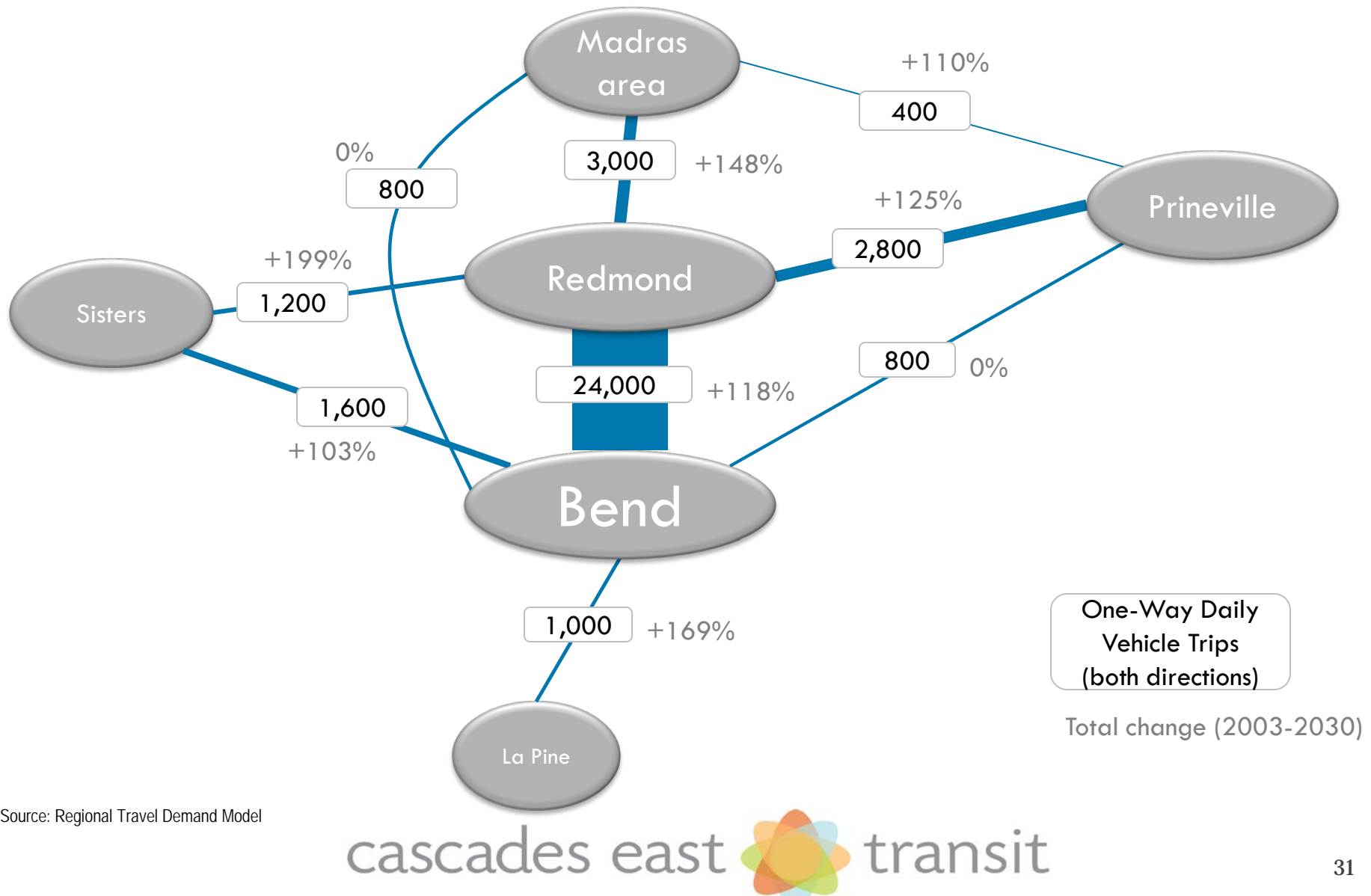


RTMP: Employment Centers

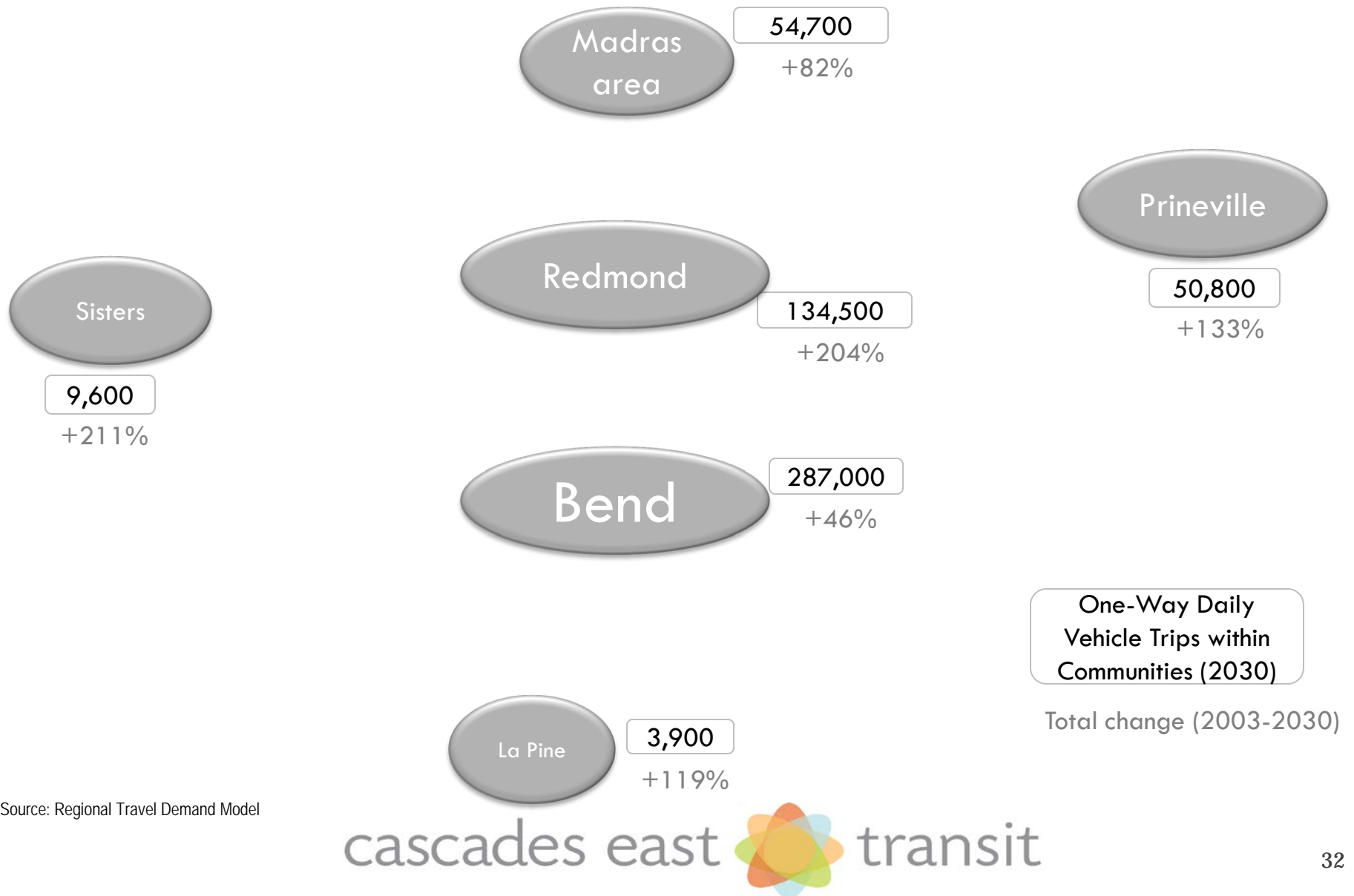
Work Locations of Deschutes/Jefferson/Crook Counties Residents



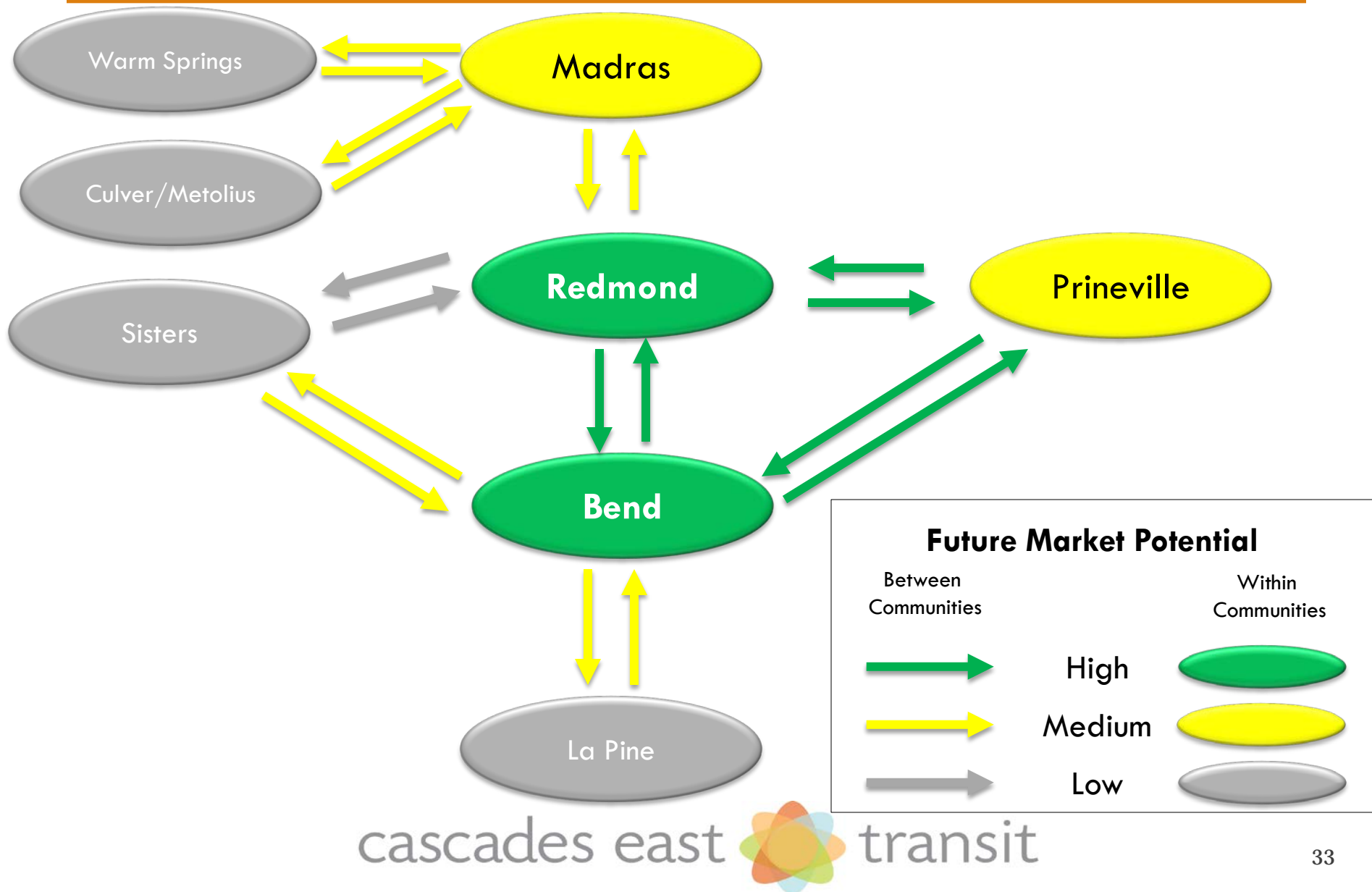
Total Inter-community Travel Demand: 2030



Total Intra-community Travel Demand: 2030



Transit Demand Estimates: Future Market Potential



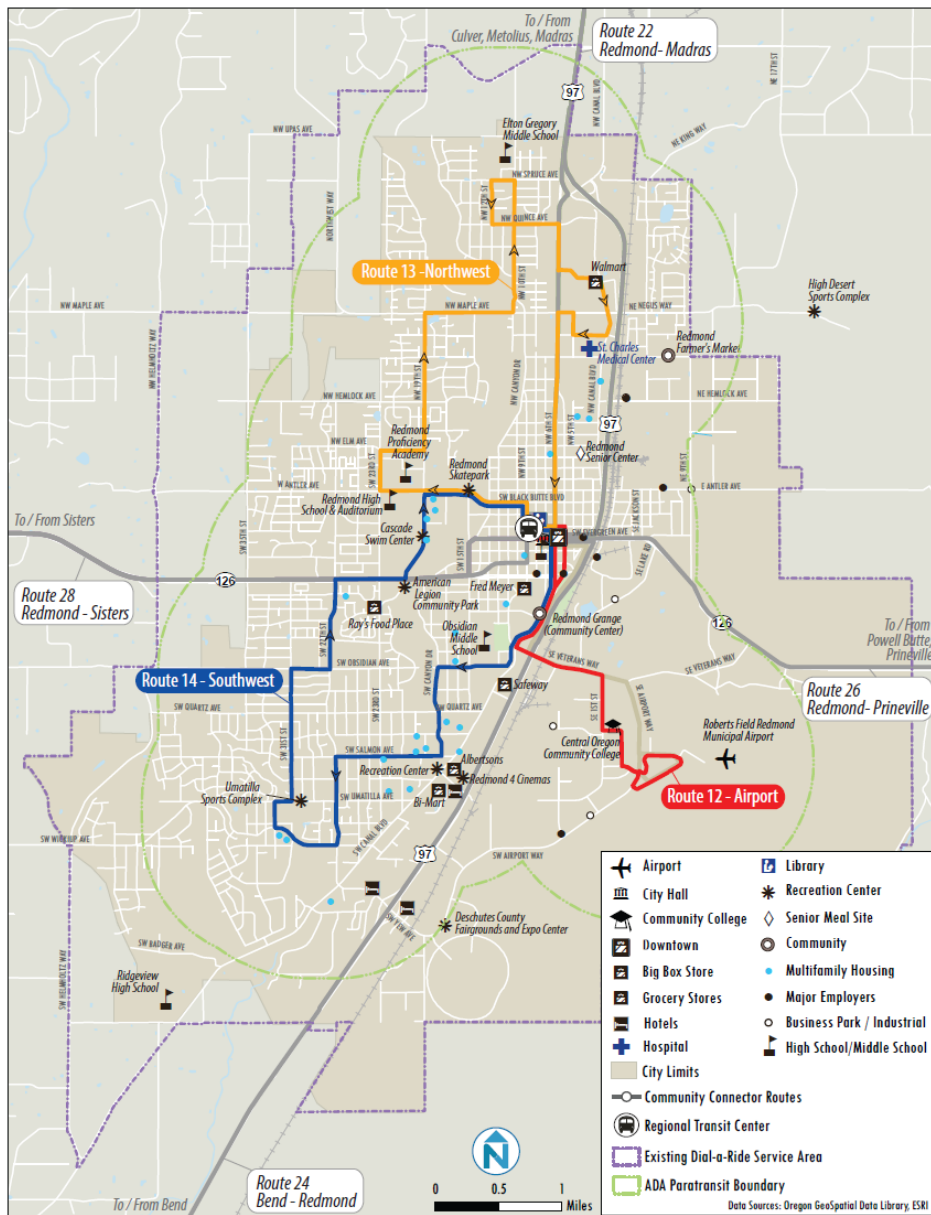
Planned System Improvements: Highlights

- **Bend: Add Routes, Increase Bus Frequency on Key Routes, Stay Open Later**
 - Expand coverage to new areas
 - Improve ability to serve students/workers that need later hours
 - City: consider employment/population density increases on key corridors
 - Improve service to final OSU-CC site and ensure connectivity with COCC
- **Rural: Meet Passenger/Community Desires for Added Convenience and Flexibility**
 - Convert Redmond to Fixed Route
 - DAR cannot meet demand
 - Sufficient total population as well as population and employment density
 - Cost-neutral in the short run
 - Additional routes/planned improvements require more local \$
 - Consider “Flex Route” in Madras and Prineville
 - Add Community Connector Shuttle Runs
 - Add some local service to Community Connector Shuttles
- **Everywhere: Add Saturday/Sunday and Later Evening Service**
 - As appropriate, across system

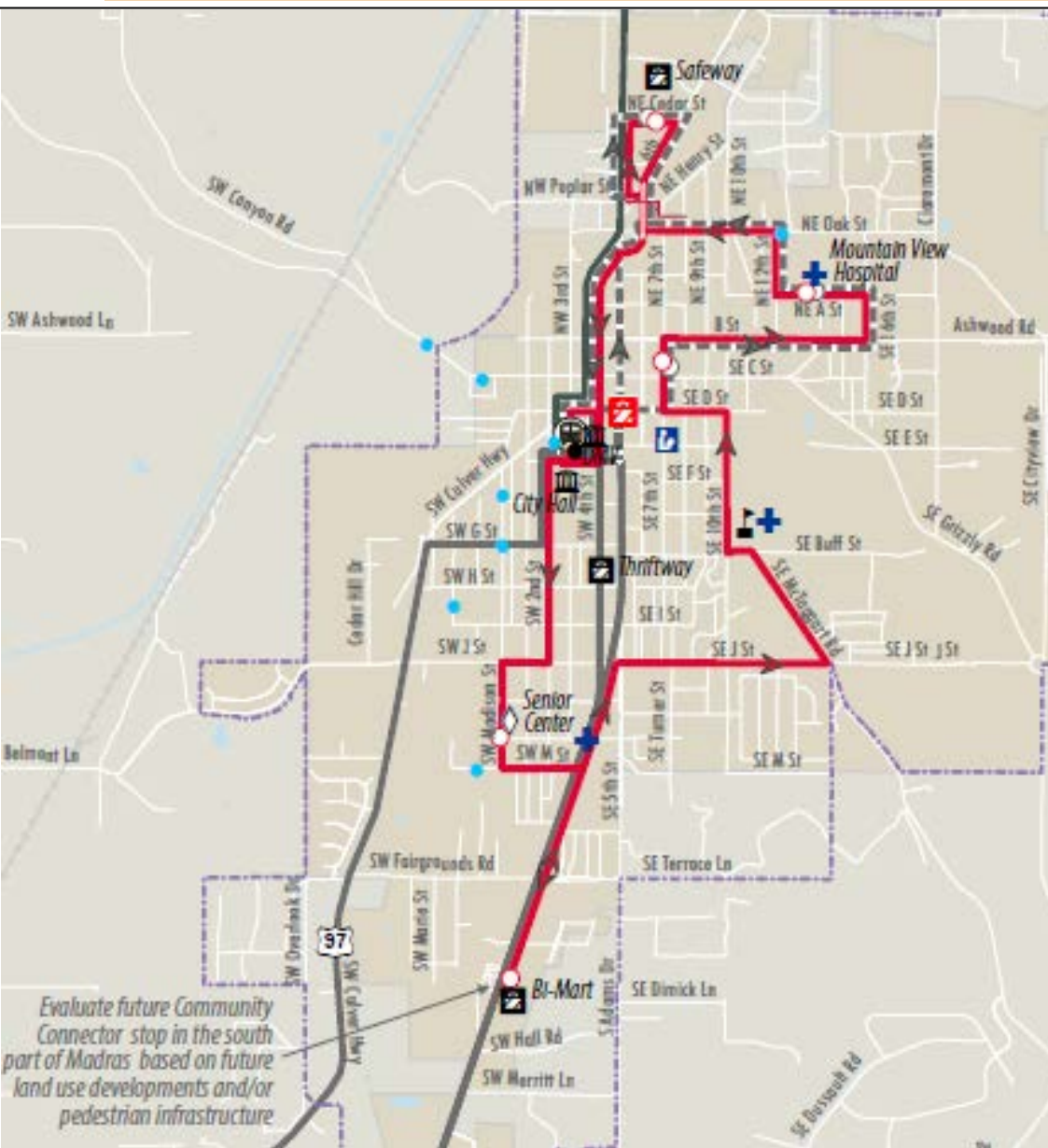
Short Term (1-3 Years): Local Service

Redmond Local Fixed Route

- Two new routes operating every 40 minutes (most of the day); 80 minutes midday
- Route 12 – Airport would remain as is with minor schedule changes
- Community Connector routes timed to connect at the Library
- Complementary ADA paratransit required within $\frac{3}{4}$ mile
 - Requires new eligibility process, policies, fares, etc.



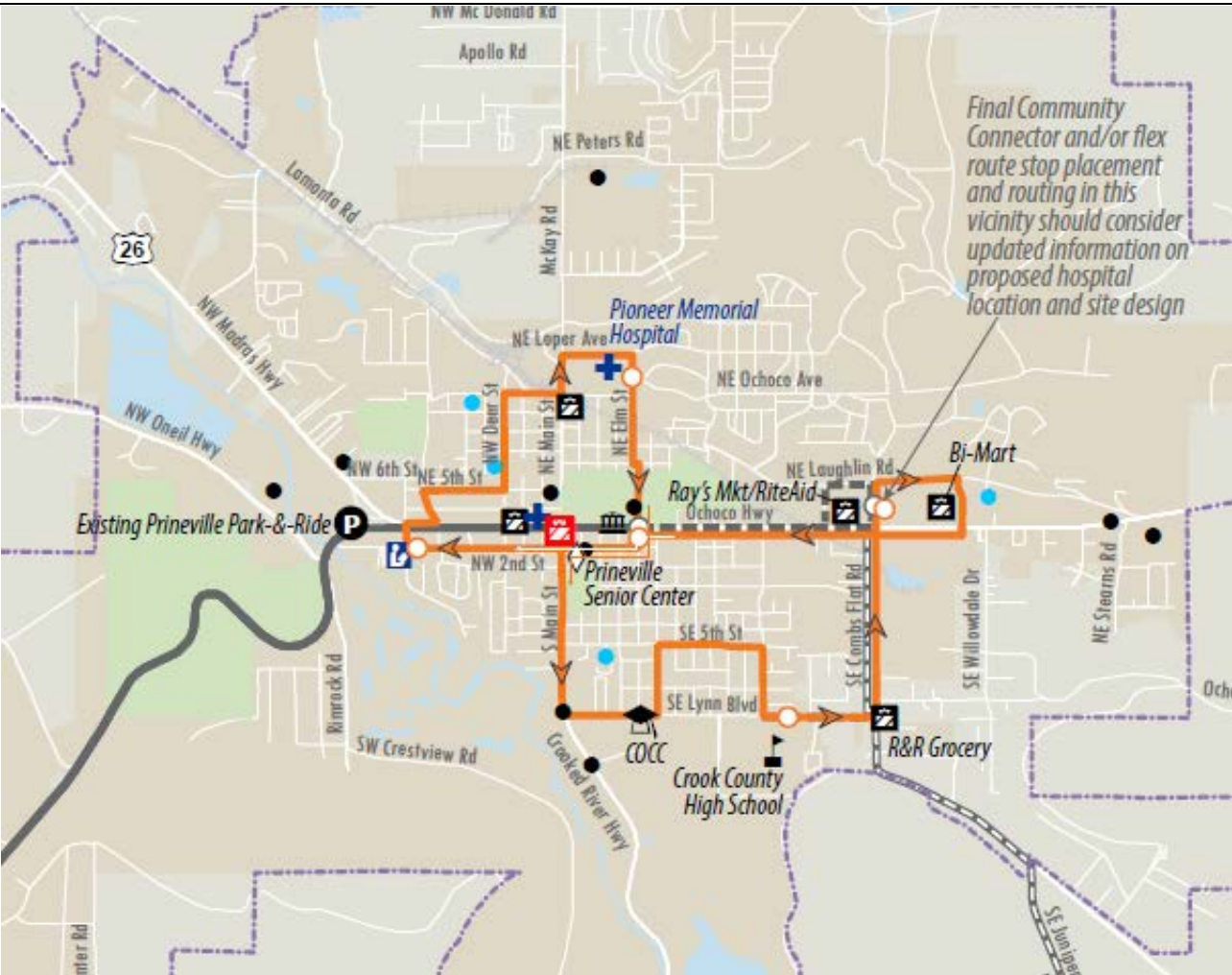
Short Term (1-3 Years): Local Service



Madras Local Service Options

- Existing on-demand local public bus
 - Continues to require reservations
- Local flex route
 - Offers same-day rides
 - Can deviate to provide curb-to-curb service
 - Would not require advanced reservation
 - Timed connections to regional community connectors to Redmond and Culver/Metolius

Short Term (1-3 Years): Local Service



Prineville Local Service Options

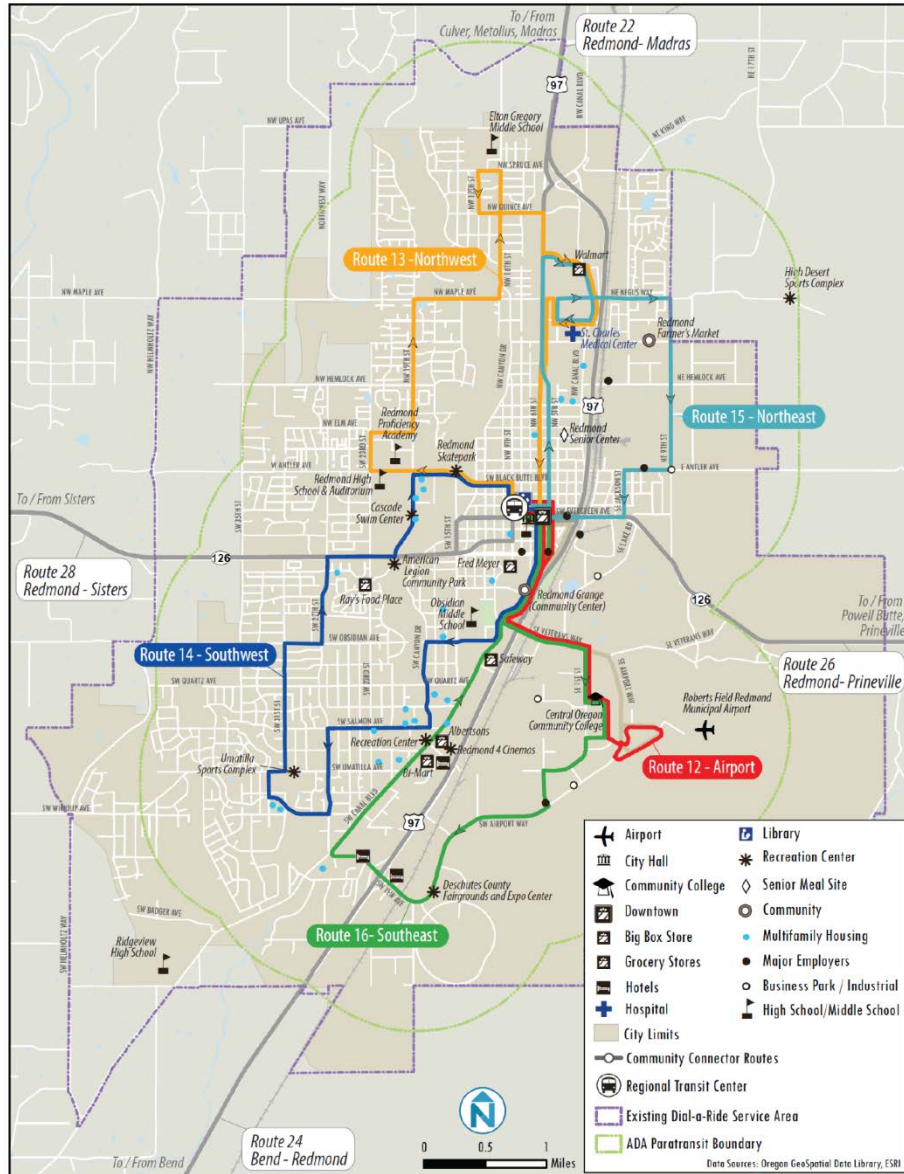
- Same options as in Madras:
 - Existing on-demand local public bus, or local flex route

Mid-Term Improvements: Overview

- Bend Route additions (next slide)
- Redmond Fixed Route Phase 2 (following slide)
- Improve Madras and Prineville Flex Routes
- Add CC Shuttle runs and use increased headways to provide limited local service
- Redmond transit hub

Mid Term (3-10 Years)

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



Redmond Fixed Route:

- Add routes 15 and 16 to increase employment coverage
- Route 12 is served by Bend-Redmond shuttle
- Later: expand into early evening hours, expand to Saturday

Bend Mid Term (3-10 Years)



Existing Local Bus Routes (Modified)

- Rt 1: South 3rd Street
- Rt 2: Brookwood
- Rt 3: Newport
- Rt 4: North 3rd Street
- Rt 5: Wells Acres
- Rt 6: Bear Creek
- Rt 11: Galveston
- No Longer Served

Proposed New Local Bus Routes

- Rt 7: Greenwood
- Rt 8: 8th/Boyd Acres/18th

Existing Regional Bus Routes

- Rt 24: Bend - Redmond
- Rt 30: La Pine - Bend

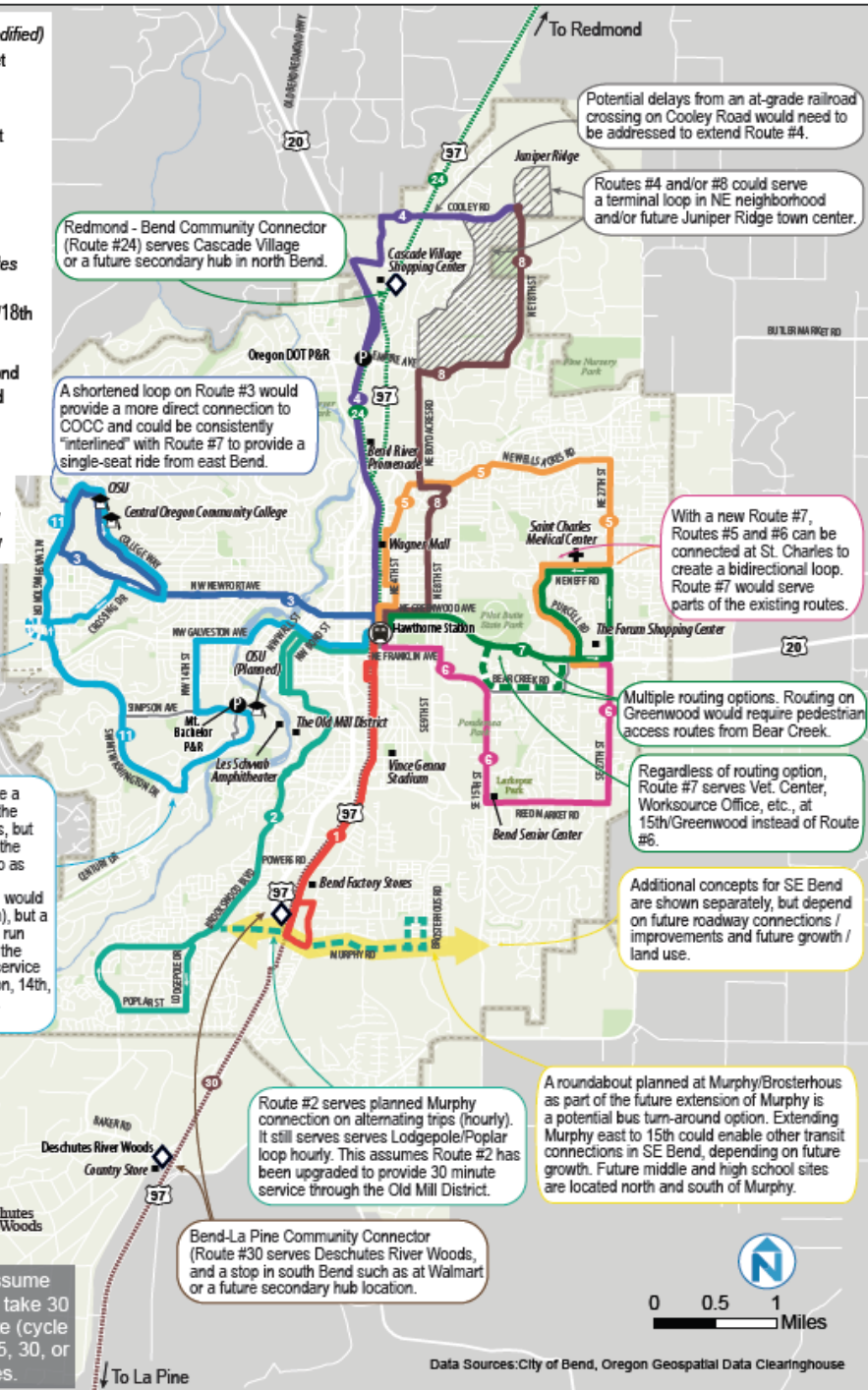
◆ Potential Community Connector Stops

- Bend City Limits
- Bend UGB Boundary
- Bend MPO Boundary

Multiple routing options. Route 11 would stop on Mt. Washington Dr. in the northbound direction to avoid a deviation and a left turn onto Mt. Washington from Clearwater Dr. (there is no traffic control present). It could optionally stop directly in front of Summit H.S. in the southbound direction.

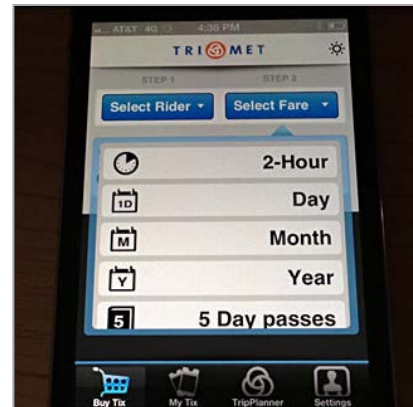
A redesigned Route #11 would be a 60-minute route, detached from the 40-minute coordinated schedules, but would run all day. It would serve the planned OSU facility on Colorado as well as Summit H.S., Northwest Crossing, and COCC. Route #11 would run hourly initially (near mid-term), but a "short" version of the route could run between Hawthorne Station and the planned OSU facility to provide service every 30 minutes along Galveston, 14th, and Colorado during peak times.

Restructured concepts assume each route is designed to take 30 or 60 minutes to complete (cycle time) and "headway" of 15, 30, or 60 minutes between buses.



Mid Term (3-10 Years): Non-Service Improvements

- Enhanced information about the system (e.g., real-time passenger information, service alerts, etc.)
- Improved fare systems (Smart Cards, mobile fare systems, etc.)
- Onboard WiFi
- Transit apps
- Better passenger amenities at key stops
- Bicycle facilities at key stops



VISION, STRATEGY, FUNDING

DRAFT VISION:

Transit provides a safe, efficient, reliable and cost-effective regional mobility option within and between the urban growth boundaries of all communities in Central Oregon.

To what end?

Meeting what broader objectives?

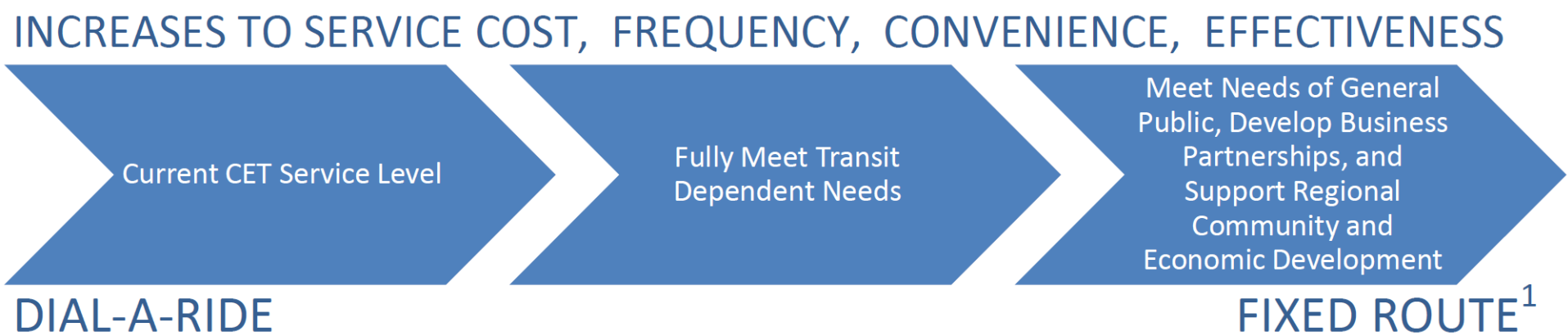
Working to develop a final vision statement based on survey, public, and stakeholder meeting outcomes. Will be tested, verified.

GOALS

- Ensure transit service is safe, efficient, and reliable.
- Provide effective and easy-to-use service for CET riders.
- Strive for financial sustainability that reflects community priorities and values.
- Increase the visibility and elevate the image of transit in Central Oregon.
- Provide appropriate service levels and types for CET's ridership market.
- Coordinate regional services with other local or intercity transit providers.
- Advocate for transit-supportive development practices.

Current Strategic Objectives

- Continue to provide services to transit-reliant populations, and improve effectiveness in serving these groups
- Attract additional choice riders through improvements in convenience/flexibility/ease of use
- Strategic partnerships with
 - Business in general
 - Emphasis on **tourism**, and opportunities to emulate how transit serves visitors in other tourist destinations
 - Regional entities, such as
 - **Health Care**
 - **Education**
 - Social Service Providers



¹ With complementary paratransit (DAR for eligible populations)

Local Funding Options

- Most systems have an established transit district with a property tax or payroll tax
 - Requires a vote and establishment of a district
 - At what scale? What geographies?
 - regional governance question?
- Some use other tools, e.g. utility fee (Corvallis) or sales tax (Ashland)
- Additional options include:
 - Increase fare revenue (process under way)
 - Public-private partnerships (e.g. Mt. Bachelor, TMAs)
 - Group pass programs (e.g. COCC staff, COIC staff)
- Public-private partnerships and group pass programs require system sufficiency (frequency, fixed-route) to meet needs.

CET Funding Committee

The COIC Board of Directors formed an ad hoc committee to develop recommendations regarding **a long-term sustainable funding plan** for the Cascades East Transit (CET) system.

Committee Purpose: To develop recommendations for the COIC Board on four primary questions:

- Governance: Should transit continue to be operated at the regional scale by COIC, and/or should a transit district or districts be formed?
- Funding Geography: Should there be a single tri-county local funding solution, or a combination of funding solutions tailored to the service needs/priorities and willingness to pay of individual communities?
- Local Funding Tool: Considering the broad array of dedicated funding tools in use in Oregon, what/which are appropriate for CET? If a fee or tax is recommended, what should the rate be?
- Level of Service: Should the funding solution(s) be aimed at maintaining the current level of service, a highly expanded level of service, or somewhere in between?

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General Information: www.cascadeseasttransit.com

CET Funding Subcommittee site:

<http://coic2.org/coic-board-local-transit-funding-sub-committee/>