

Meeting Notes

**Regional Public Transit Advisory Committee
January 21, 2014
1:30-3:30pm
CERC Redmond**

Attendees:

Nikki Roemmer (Bend), Elaine Henderson (Madras), Scott Cooper (Prineville)

Staff: Karen Friend (COIC), Tami Geiger (COIC)

The RPTAC was unable to call the meeting to order due to lack of quorum, but they did proceed through the agenda.

1. General Public Comment

There were no public comments.

2. RPTAC Business

- **October 22, 2013 Meeting Minutes**

The attendees did not take action on the October 22, 2013 Meeting Minutes.

- **Review Proposed 2014 Meeting Schedule**

The attendees discussed trying to get the RPTAC meetings to fit with the CET schedule to increase attendance. They discussed changing the location to the Redmond Public Library (so that they wouldn't have to make a connection) and changing the time of the meetings in Redmond to 11:30-1:30 (would save a few hours of waiting). They agreed to re-visit the schedule at the March meeting, which will hopefully have higher attendance. Also, they noted that the 2015 meeting schedule should include a meeting in Prineville and Sisters for regional equity.

- **Facebook Policies**

Karen Friend explained that COIC staff had wanted to discuss facebook Admin duties since four people were now Administrators (Scott Aycock, Tami Geiger, Nikki Roemmer, and Kim Curley). Karen explained that Scott was writing back to people who had questions about service, and hopefully a CET Assistant would take on that duty in the near future.

3. CET Service Update

- **Review schedule changes: Rural schedule, Holiday schedule**

Karen provided the attendees with a handout showing the ridership on Martin Luther King day and Presidents Day with the new Holiday schedule (Saturday service in Bend, rural service was closed). She explained that they had not received any negative feedback about the closure/service change yesterday, Martin Luther King Day.

4. CET Farebox Recovery

- **Review and discuss fare increase proposal**

Karen explained that the previously proposed changes were too extreme for the COIC Board to be comfortable implementing them. They requested an incremental approach. She provided an overview of the new proposed changes:

- Elimination of discounts to non-profit agencies. Non-profit agencies used to contribute to the system and it made sense to provide them with a discount. Now they are not contributing but still pay a discounted fare (half-price). Plus, there is an additional cost to bill the agency. Scott Cooper asked how CET would handle agencies that wanted to sponsor the system for some consideration to the cost of fares. Karen explained that they could be involved in a group pass program.
- Column 6 should read, “Multi-Zone Price Between Zone 2&4, 1&6 and 1&3”.
- The new Community Connector shuttle prices reflect distances traveled, but are less extreme than the previously proposed fare changes (increase by \$.25 based on distance).
- Shorter distances on the Community Connectors cost the same as a local ride (ex. DRW to Bend, Culver-Metolius-Madras, and Powell Butte-Prineville)
- \$.25 increase for Dial-A-Ride (DAR) in the Rural Zones
- No changes for Bend Fixed-Route or Bend DAR
- No change for cost of Bend-Redmond, Prineville-Redmond or Sisters-Redmond Community Connector rides
- Any increase in fare comes with anticipated loss in ridership, and CET needs to prioritize minimizing the loss of ridership.

The attendees had the following suggestions:

- Use location names rather than Zone #'s (the Zones are confusing)
- Change structure to reflect Prineville-Sisters travel (currently they are both called Zone 3)
- Create a different fare than the local fare for the shorter distance Community Connector runs (DRW-Bend, Culver-Metolius-Madras, and Powell Butte-Prineville)
- Request that COIC Board commit to a multi-year, incremental approach so that the RPTAC does not re-visit the fare policy every year and they move toward a target farebox recovery rate (25%?)
 - Build a multi-year approach that includes the appropriate annual fare increases.
 - Ex. Increase each by \$.25 each year until reach x% farebox recovery.
- Attendees proposed the following changes to Bend fares:
 - Day Pass should cost more than one round-trip (since most riders will inevitably be using the system for free on a day pass). Should be at least \$3 (other suggestions were \$3.25 or \$4).
 - CET does not want to lose ridership on the Bend system, and the budget is currently okay, but incremental increases would be the most palatable.
 - 90% of the riders purchase a Day Pass. However, they are transit-dependent riders and a small increase could bring in a lot for the system without damaging ridership.
 - Proposal: Day Pass - \$3.25, 6 Day Ticket book: \$18/\$9, Monthly Pass - \$30 Adult/\$15 Senior/\$20 Youth (want the Monthly Pass to be a really good deal so that people will buy it).
 - Add Annual Pass to the fare table.
 - Remove 10-Ride punch card from Bend.
 - Eliminate the low-income DAR discount in Bend.

5. Monthly Performance Report and Transportation Board Report

- **2013 in Review**

The attendees agreed to review the reports at the March meeting. They did touch on the high Medical Ride Brokerage cancellations; however, Karen explained that it was outside of CET/COIC's control since they were not allowed to sanction frequent offenders.

- **Review, discussion**

Post meeting discussion:

Nikki Roemmer asked Karen if there was potential to do a giveaway or donate passes as prizes at community events. Karen said absolutely and she and Nikki agreed to communicate about these opportunities. Elaine Henderson asked if there was a lot of ridership on the Free Transit Days. Karen explained that there was no change in ridership.

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