

CET 2040 Transit Master Plan

Local TAC Meeting #2 – Crook County
January 30th, 2020

Meeting Purpose and Desired Outcomes

Meeting Purpose

Welcome the TAC members
Update TAC on project status and schedule
Review draft service plan and capital plan (short-term, mid-term, and long-term)

- Memo 6 – Service Plan
- Memo 7 – Capital Plan

Desired Outcomes

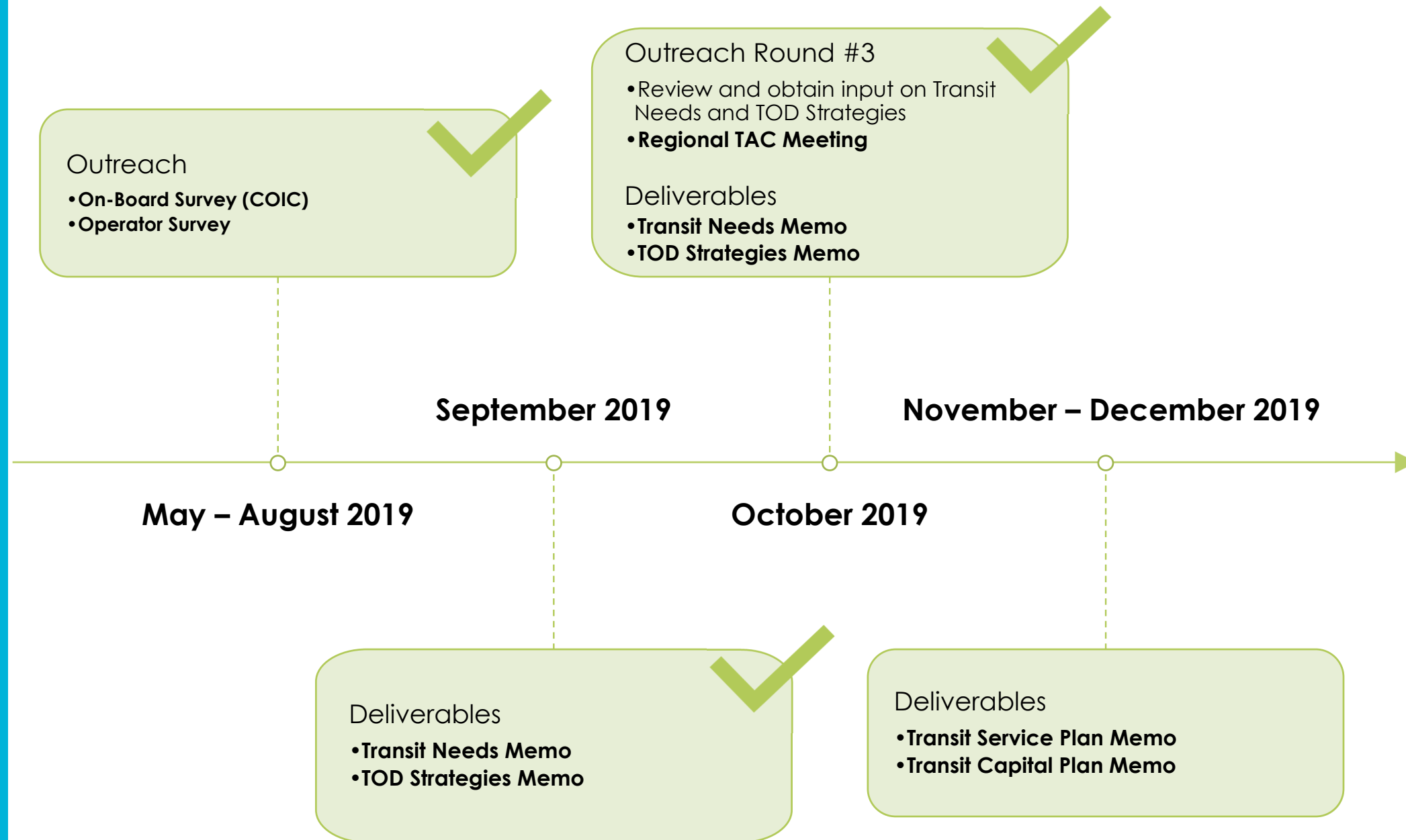
Feedback from TAC on service enhancements proposed for Warm Springs and Community Connector in the short-term, mid-term, and long-term
Project team understands TAC member priorities

Meeting Agenda

TIME	SUBJECT	LEAD PRESENTER	GUIDANCE REQUESTED
1:30	Welcome and Introductions	Andrea Breault COIC	
1:35	Project Status (schedule & next steps)		Confirm Understanding, Questions for Clarification
1:45	Service Plan Memo (Memo 6)		Confirm Understanding, Questions for Clarification
2:35	Capital Plan Memo (Memo 7)		Confirm Understanding, Questions for Clarification
3:25	Next Steps/Adjourn		

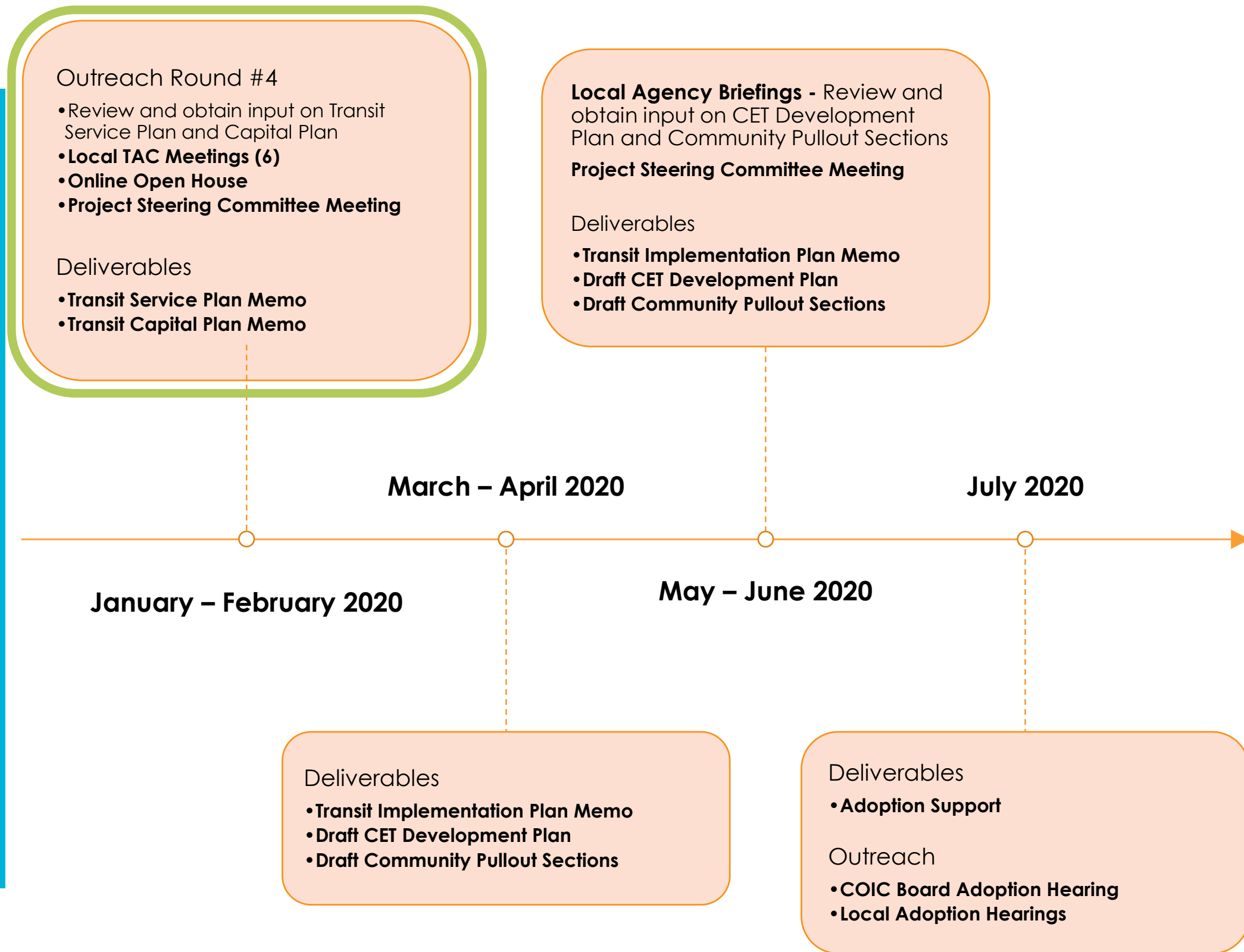
Project Status and Schedule

(Month 7-14)



Project Status and Schedule

(Month 15-18+)



Memos 6 & 7



Memo 6 – Transit Service Plan

- Plan Phases & Funding Assumptions
- Service Types
- Community Connector Service
- Bend Local Service
- Redmond Local Service
- Local Service in Smaller Communities
- Recreational Services
- Summary of Community Connector/Local Service



Memo 7 – Transit Capital Plan

- Transit Vehicles
- Transit Facilities
- Transit Technology
- Transit Asset Management



Memo 6: Plan Phases & Funding Assumptions

1

**Funding Level
Assumptions**

2

**Existing Funding
Source
Assumptions**

3

**Future Funding
Scenarios**

4

**Cost
Assumptions**

5

Rec's

Funding Level Assumptions

Memo 6: Plan Phases & Funding Assumptions

- CET's fiscal year 2019-20 projected revenue budget = \$9.4 million (includes \$3.6 million from STIF)
- May be able to increase to \$16 million annually over 20 years
- Planned phasing and funding levels:
 - Existing: 0-1 years (FY 2019, includes initial implementation of STIF)
 - Near-Term: 1-2 years (FY 2020-21, 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)

Existing Funding Source Assumptions

- Revenue sources: federal, service contracts, state, local, fares, one-time revenues, and advertising/other
- Fluctuate year by year
- 1.0% growth rate assumed on non-STIF, 0% on state and local funds, and 2-5% increases in fare and contract revenues for future years
- STIF projections have been provided by ODOT through FY 2023
 - Stable for Warm Springs and vary for counties with 4% growth rate assumed after 2021

Funding Source	Sub-System or Qualified Entity	Sample Fiscal Year			
		2019-2020	2024-2025	2029-2030	2039-2040
Total Existing Revenue	Urban System (Bend)	\$3,544,090	\$3,724,874	\$3,914,880	\$4,324,463
	Rural System	\$2,287,650	\$2,404,343	\$2,526,989	\$2,791,368
STIF	Confederated Tribes of the Warm Springs	\$100,000	\$100,000	\$100,000	\$100,000
	Crook County	\$223,000	\$313,664	\$381,620	\$564,891
	Deschutes County	\$3,049,000	\$4,327,482	\$5,265,043	\$7,793,550
	Jefferson County	\$222,000	\$314,746	\$382,936	\$566,839
TOTAL		\$9,425,740	\$11,185,109	\$12,571,468	\$16,141,111

Memo 6: Plan Phases & Funding Assumptions

Table 1, Page 4

CET Future Funding Scenarios

- Seven future funding scenarios
- All use existing funding source projections as a base

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

Memo 6: Plan Phases & Funding Assumptions

Table 3, Page 6

Cost Assumptions

- Used in estimating service operating costs based on projections from CET’s fiscal department
- “Existing” timeframe reflects CET’s current costs for FY 2020 (2019-21), predating new service launched from 2019-21 STIF Plan)
- Assume 5% annual increase

Sub-System	Existing ¹	Near-Term ²	Short-Term ²	Mid-Term ²	Long-Term ²
	2019-2020	2020-2021	2024-2025	2029-2030	2039-2040
Bend Dial-A-Ride	\$74.15	\$81	\$101	\$132	\$220
Bend Fixed-Route	\$75.18	\$82	\$102	\$133	\$223
Rural Dial-A-Ride	\$87.14	\$94	\$116	\$151	\$251
Rural Community Connector	\$95.34	\$103	\$128	\$166	\$277
Rural Route 20	\$79.26	\$86	\$107	\$139	\$231
Peer Median³	\$91	\$101	\$123	\$156	\$256

Notes: 1. Existing costs for 2019. 2. An additional approximately \$2 per revenue hour was added to the 2019 Existing cost to account for vacant positions. This cost was subsequently increased by 5% annually. 3. A peer median cost of \$85.40 for peer agencies in FY 2017 was identified in Memo #1, and similarly escalated by the 4% annually. 2. Costs for subsequent time frames reflect assumed 3% annual cost increases.

Table 3, Page 6

Memo 6: Plan Phases & Funding Assumptions



Memo 6: Plan Phases & Funding Assumptions

Recommendations

- Existing funding sources (including STIF) provide a base to continue funding existing transit services and enhance future transit services (some existing funding resources are declining/not increasing to keep up with inflation)
- Recommendations included in the memo will require additional funding
- Starting in the mid-term timeframe, additional funding resources are assumed based on the C2 funding scenario for illustrative purposes (0.02% property tax within incorporated areas only)
- Estimates can change quickly – CET should continually monitor funding environment and update future revenue forecast

Memo 6: Community Connector Service

1

**Overall Service
Needs**

2

**Summary of Service
Enhancements**

3

**Modifications to
Existing Services**

4

New Services

Memo 6: Community Connector Service

Summary of Service Enhancements

- Add **Saturday** service for the Community Connector system
- Enhance Community Connector service (**additional trips**) in the highest demand markets
- Modify Community Connector routes to provide **more direct** service
- Develop **enhanced regional transit stops and stations**, including mobility hubs
- Add **Shopping/Medical Shuttle** service (midday in select markets)
- Add service to selected **new markets**

Summary of Service Enhancements

Memo 6: Community Connector Service

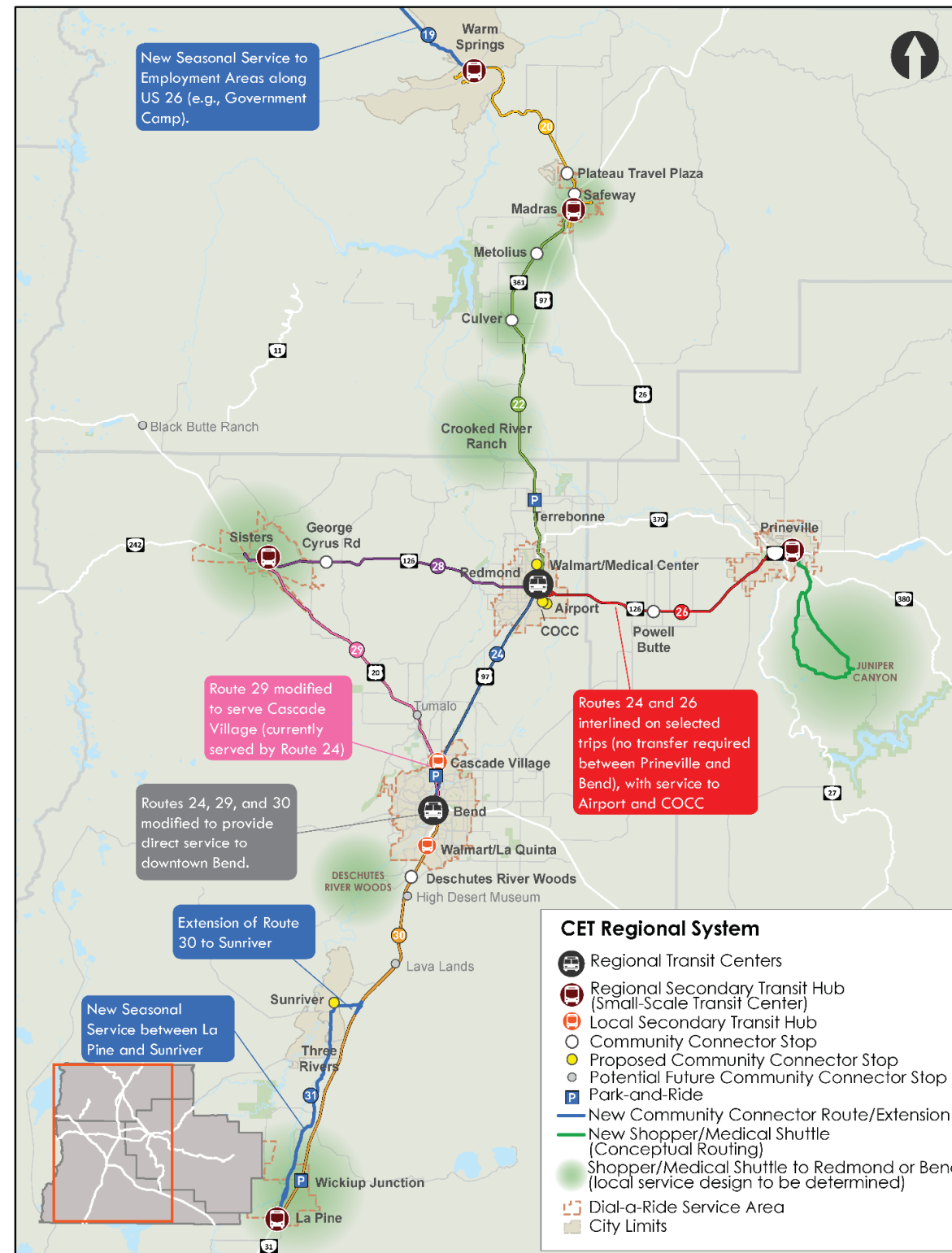


Figure 3, Page 14

Modifications to Existing Services

Route 26: Prineville-Redmond

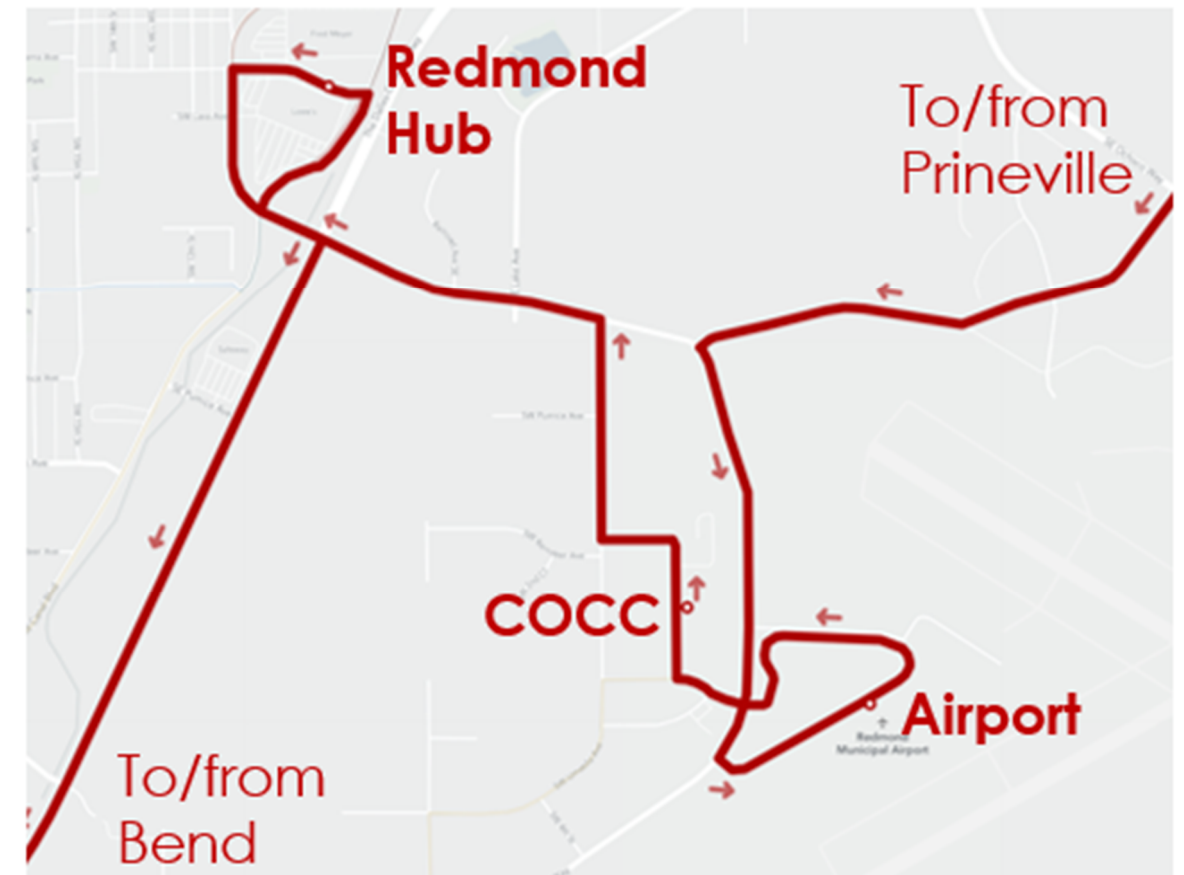
- Redesign to serve Redmond Airport and COCC. Possible routing is shown in Figure on next slide
 - Would add roughly 10 minutes of additional cycle time (5 minutes in each direction)
- Interline with Route 24, at least for selected peak period trips, to provide a one-seat ride to Bend
- Add more frequent peak period trips and an evening trip.
- Add midday service in the form of a shopping/medical shuttle trip (see separate slide below)
- Add additional local circulation (see Prineville local service section below), to be provided by local Dial-A-Ride and/or a Community Connector vehicle
- Add Saturday service

Memo 6: Community Connector Service

Service to Redmond Airport/COCC on Route 26

Redmond Airport Service (including Route 26 and through-routing to Bend)

- Modify Route 26 to provide Airport connections between the Redmond Hub and the Airport, including a stop at Redmond COCC (which would provide a one-seat connection from Bend through Route 24-26 interlining)
- Route 26 supplemented by local route connection between the Redmond Hub and Redmond Airport serving early morning departures and afternoon arrivals (could be an extension of a Community Connector route or part of regular deviated fixed-route or fixed-route service in Redmond)



Memo 6: Community Connector Service

Figure 8, Page 21

New Services

Shopping/Medical Shuttle Service

- Demand-response with reservations, serves key destinations
- Could be implemented as midday service on existing routes:
 - Sisters – Bend
 - Madras – Redmond (including Culver and Metolius)
 - **Prineville – Redmond (can include Juniper Canyon)**
 - La Pine – Bend (can include Sunriver)
- The following shuttles could provide service in new markets:
 - Crooked River Ranch
 - **Juniper Canyon**
 - Deschutes River Woods
 - Warm Springs; Simnasho and other outlying communities

Memo 6: Community Connector Service



Memo 6: Local Service in Smaller Communities

1

Overall Service Needs

2

Service Enhancements

Memo 6: Local Service in Smaller Communities

Service Enhancements

Local Service Options

- **Flex-routes**, potentially as part of Community Connector trips
 - Local services must be flex routes; fixed-route service would trigger an ADA Paratransit requirement.
- **Dial-A-Ride**, including recommendations for integration / coordination with intercity service
 - Local dial-a-ride vehicle could provide some scheduled flex-route trips within town
- **Shopper/medical shuttles** –demand-responsive service within small cities + city-city midday trip on Community Connector + selected stops at several major activity centers in either Bend or Redmond

Service Enhancements

Prineville

- Introduce a flex-route which would be operated by the Route 26 Community Connector vehicles and/or a local Dial-A-Ride vehicle. The next slide shows a route concept developed for previous plans.
- Add a late morning/midday shopper medical shuttle to Redmond operating 2-3 days per week (as part of Route 26) – could expand to additional days based on demand.

Memo 6: Local Service in Smaller Communities

Service Enhancements

Prineville – 2012 and 2016 service concept

Memo 6: Local Service in Smaller Communities

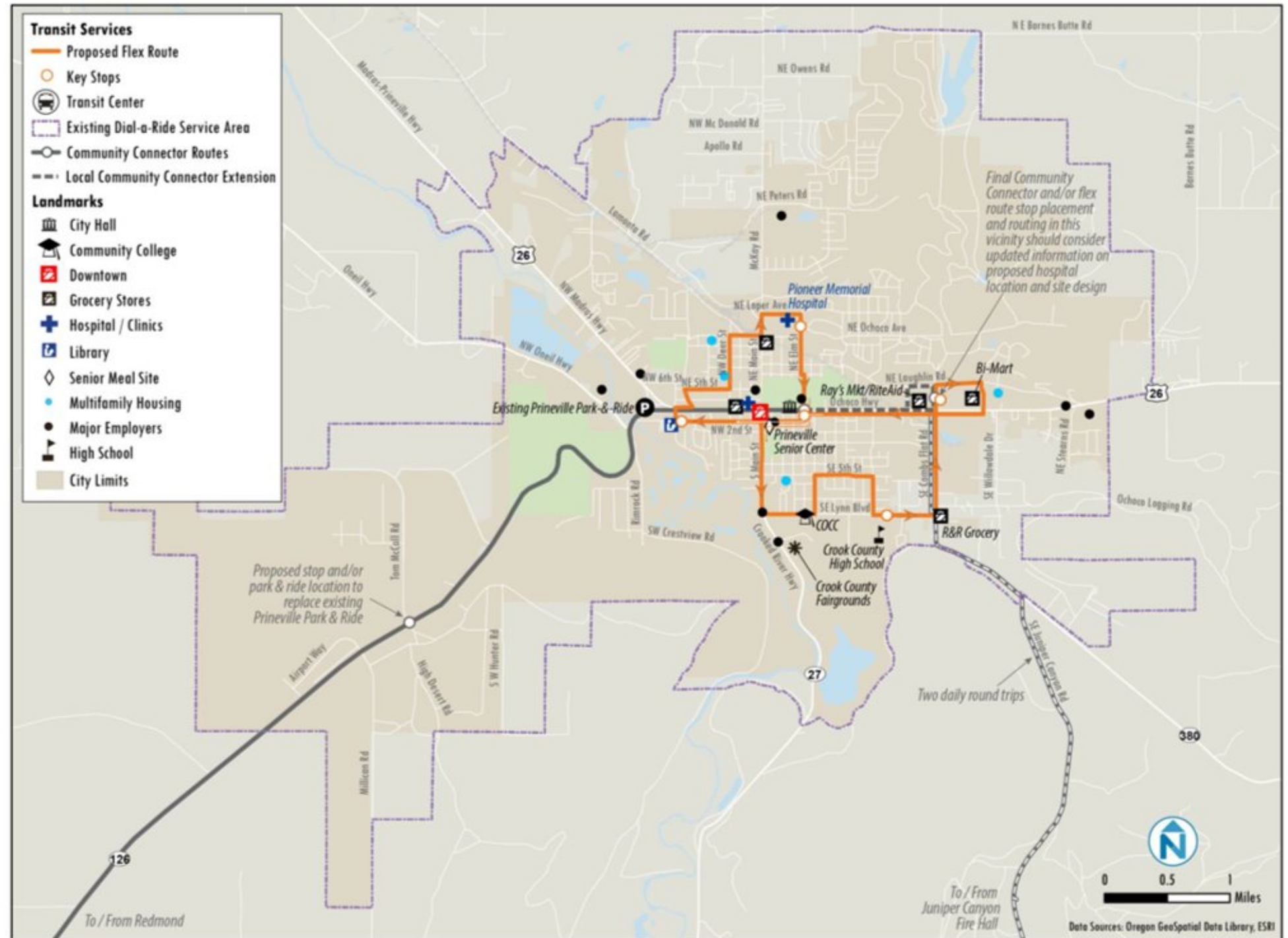
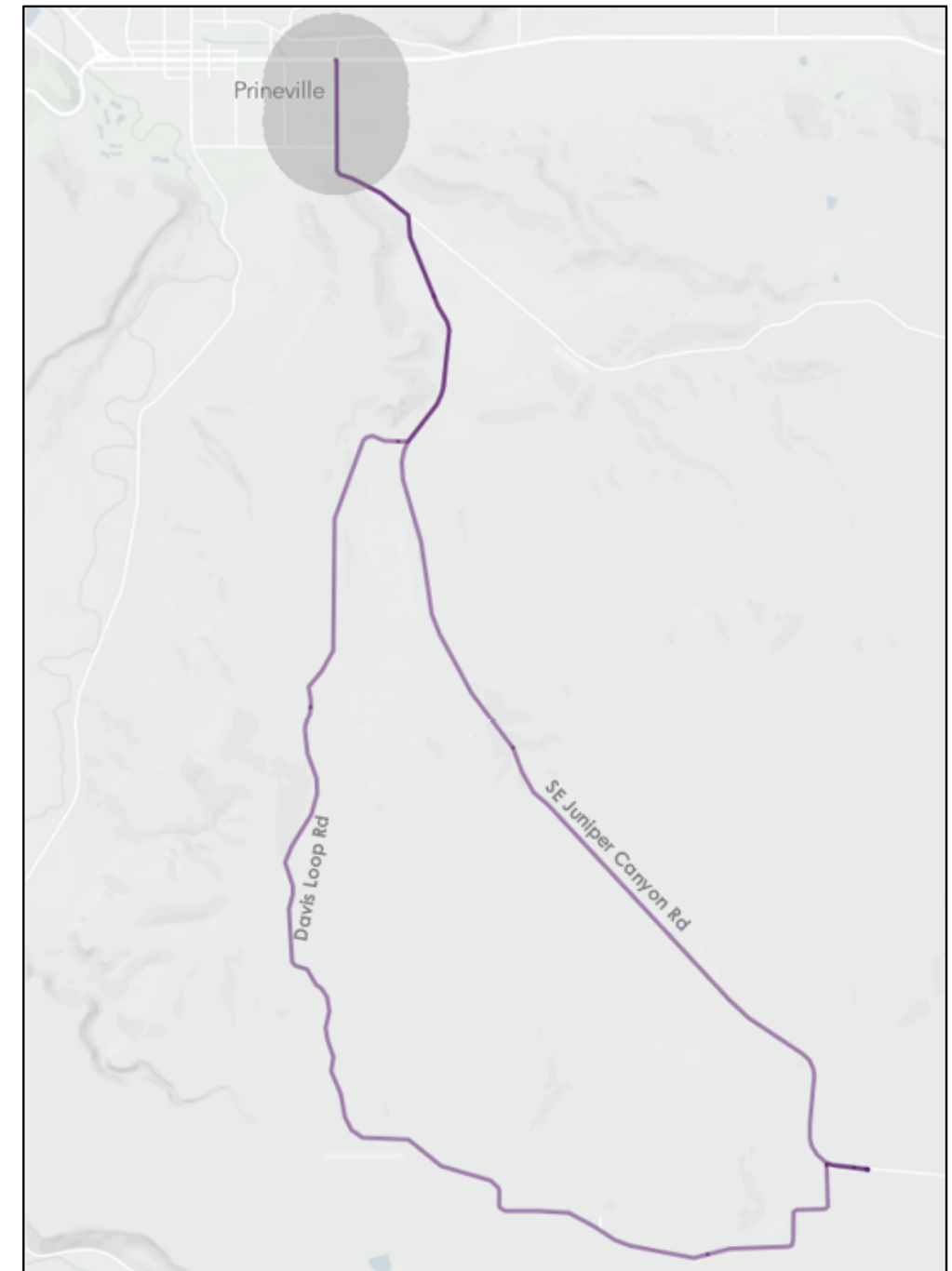


Figure 28, Page 52

Service Enhancements

Juniper Canyon

- Add a late morning/midday shopper medical shuttle to Prineville operating 1-2 days per week; this could operate as a flex-route serving Juniper Canyon and be coordinated with the Community Connector shopper/medical shuttle service and be provided by the same vehicle.



Memo 6: Local Service in Smaller Communities

Figure 28, Page 53

Service Enhancements

Mobility Hubs

- Secondary transit hubs identify smaller scale mobility hubs that can serve as small transit centers in smaller communities.
- Major activity centers are the smallest-scale mobility hub designation identified and may be appropriate at a variety of locations in the CET system.

Memo 6: Local Service in Smaller Communities

Recreational Services

CET will continue to expand its recreational services based on opportunities, vehicle capacity, and partner support. The “Ride Play” services need to be funded in full by fares, local agencies, other public or private entity, or special grants such as the Federal Lands Access Program (FLAP) grants. “Ride Play” services should not be funded by state or federal grants that CET could use for its Bend, Community Connector, or Dial-A-Ride services; however, some of the locations listed below could be served by Community Connector routes and use a combination of funding types.

The locations identified as potential needs and opportunities to seek out or evaluate partnerships include:

- Sunriver (year-round)
- Black Butte Ranch (year-round)
- High Desert Museum (year-round to/from Bend and/or Sunriver)
- Lava Lands Visitor Center (seasonal to/from Bend and/or Sunriver)
- Smith Rock (summer)
- Mt. Bachelor Summer Service
- Popular Central Oregon sno-parks (winter)

Memo 6: Recreational Services

Memo 6: Summary of Community Connector and Local Service

1

**Community
Connector**

2

Local Service

3

Finance Summary

4

**Fleet and Facility
Requirements**

Community Connector

Community Connector Service Plan Summary

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 24 Redmond-Bend	<ul style="list-style-type: none"> Add 1 midday trip (10 total) Add 5 Saturday trips 	<ul style="list-style-type: none"> Add 1 midday trip (11 weekday, 5 Saturday trips) 	<ul style="list-style-type: none"> Add 1 midday and evening 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 - 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 (7 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)

Memo 6: Summary of Community Connector and Local Service

Local Service

Local Service Plan Summary

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

Memo 6: Summary of Community Connector and Local Service

Memo 6: Summary of Community Connector and Local Service

Finance Summary / Recommendations

- Existing CET funding, even including STIF, doesn't cover all short-term enhancements
- Many funding sources are stable or declining, while costs will increase over time
 - Input from local TAC meeting and outreach will be used to align short-term enhancements with funding
 - CET should only implement short-term enhancements that are sustainable given existing funding trends
- There is insufficient funding (existing+STIF) to implement all mid-term enhancements
 - CET would need to identify additional funding sources
- Long-term enhancements include various potential options and are not fiscally constrained

Finance Summary

Costs and Funding by Service Type and Area

Phase Name	Existing / Near-Term	Near-Term	Short-Term	Mid-Term	Long-Term	% Change (Exist. to Mid-Term)
Plan Years	2019-2020	2020-2021	2023-2025	2026-2030	2031-2040	
Representative Year	2019-2020	2020-2021	2024-2025	2029-2030	2039-2040	
Total Service Cost	\$6,432,000	\$8,695,000	\$11,028,000	\$22,480,000	\$44,171,000	
Existing + STIF Funding	\$6,456,000	\$9,890,000	\$11,000,000	\$12,500,000	\$16,000,000	
By Service Type						
Community Connector	\$1,338,000	\$2,351,000	\$3,089,000	\$4,802,000	\$9,336,000	259%
Fixed-Route	\$2,290,000	\$3,298,000	\$4,164,000	\$11,702,000	\$22,207,000	411%
Dial-A-Ride (All Communities)	\$2,804,000	\$3,046,000	\$3,775,000	\$5,976,000	\$12,628,000	113%
Community Connector						
Warm Springs - Madras: CC	\$229,000	\$273,000	\$392,000	\$575,000	\$1,023,000	151%
Madras - Redmond: CC	\$233,000	\$422,000	\$525,000	\$837,000	\$1,471,000	259%
Redmond - Bend: CC	\$342,000	\$493,000	\$664,000	\$928,000	\$1,659,000	171%
Prineville - Redmond: CC	\$164,000	\$416,000	\$517,000	\$810,000	\$1,415,000	394%
Sisters - Redmond: CC	\$91,000	\$125,000	\$155,000	\$201,000	\$335,000	121%
Sisters - Bend: CC	\$106,000	\$165,000	\$246,000	\$344,000	\$637,000	225%
La Pine - Bend: CC	\$174,000	\$285,000	\$357,000	\$460,000	\$861,000	164%
Warm Springs / Employment Areas: CC	\$0	\$79,000	\$99,000	\$367,000	\$859,000	-
La Pine - Sunriver: CC	\$0	\$75,000	\$93,000	\$121,000	\$809,000	-
Crooked River Ranch - Redmond: CC	\$0	\$16,000	\$20,000	\$53,000	\$89,000	-
Deschutes River Woods - Bend: CC	\$0	\$0	\$0	\$53,000	\$89,000	-

Memo 6: Summary of Community Connector and Local Service

Table 16, Page 58

Finance Summary

Costs and Funding by Service Type and Area

Memo 6: Summary of Community Connector and Local Service

Phase Name	Existing / Near-Term	Near-Term	Short-Term	Mid-Term	Long-Term	% Change (Exist. to Mid-Term)
Plan Years	2019-2020	2020-2021	2023-2025	2026-2030	2031-2040	
Representative Year	2019-2020	2020-2021	2024-2025	2029-2030	2039-2040	
Total Service Cost	\$6,432,000	\$8,695,000	\$11,028,000	\$22,480,000	\$44,171,000	
Existing + STIF Funding	\$6,456,000	\$9,890,000	\$11,000,000	\$12,500,000	\$16,000,000	
Bend Local Service						
Bend: Fixed-Route	\$2,290,000	\$2,901,000	\$3,795,000	\$9,629,000	\$17,390,000	320%
Bend: Dial-A-Ride (Including microtransit)	\$1,141,000	\$1,226,000	\$1,528,000	\$3,445,000	\$5,929,000	202%
Non-Bend Local Service						
Redmond: Fixed-Route and/or Dial-A-Ride	\$912,000	\$1,381,000	\$1,583,000	\$3,260,000	\$7,128,000	257%
La Pine: Dial-A-Ride and/or Flex-Route	\$272,000	\$293,000	\$362,000	\$471,000	\$1,566,000	73%
Sisters: Dial-A-Ride and/or Flex-Route	\$14,000	\$30,000	\$37,000	\$48,000	\$80,000	243%
Madras: Dial-A-Ride and/or Flex-Route	\$227,000	\$257,000	\$317,000	\$412,000	\$1,370,000	81%
Prineville: Dial-A-Ride and/or Flex-Route	\$238,000	\$257,000	\$317,000	\$412,000	\$1,370,000	73%
Costs By Day of Week						
Weekday	\$6,018,000	\$7,724,000	\$9,938,000	\$20,001,000	\$37,028,000	232%
Saturday	\$318,000	\$788,000	\$862,000	\$1,943,000	\$3,238,000	511%
Sunday	\$95,000	\$104,000	\$129,000	\$169,000	\$3,047,000	78%

Table 16, Page 58

Finance Summary

Costs and Funding by Qualified Entity, Existing Through Short-Term

Memo 6: Summary of Community Connector and Local Service

Phase Name	Crook County		
	Existing	Short-Term	Mid-Term
Plan Years	2023-2025	2023-2025	2026-2030
Representative Year	2024-2025	2024-2025	2029-2030
Service Cost	\$336,000	\$667,000	\$950,000
STIF Funding Only	N/A	\$320,000	\$408,000
By Service Type			
Community Connector	\$98,000	\$350,000	\$538,000
Fixed-Route	\$0	\$0	\$0
Dial-A-Ride (All)	\$238,000	\$317,000	\$412,000
Community Connector			
Warm Springs - Madras	\$0	\$0	\$0
Madras - Redmond	\$0	\$0	\$0
Redmond - Bend	\$0	\$0	\$0
Prineville - Redmond	\$98,000	\$350,000	\$538,000
Sisters - Redmond	\$0	\$0	\$0
Sisters - Bend	\$0	\$0	\$0
La Pine - Bend	\$0	\$0	\$0
Warm Springs / Employment Areas	\$0	\$0	\$0
La Pine - Sunriver	\$0	\$0	\$0
Crooked River Ranch - Redmond	\$0	\$0	\$0
Deschutes River Woods - Bend	\$0	\$0	\$0
Bend Local Service			
Bend: Fixed-Route	\$0	\$0	\$0
Bend: Dial-A-Ride	\$0	\$0	\$0
Non-Bend Local Service			
Redmond: Fixed-Route / DAR	\$0	\$0	\$0
La Pine: DAR / Flex-Route	\$0	\$0	\$0
Sisters: DAR / Flex-Route	\$0	\$0	\$0
Madras: DAR / Flex-Route	\$0	\$0	\$0
Prineville: DAR / Flex-Route	\$238,000	\$317,000	\$412,000

Table 17, Page 59


Fleet and Facility Requirements

Fleet Requirements

Vehicles Required	Total Buses by Time Period				Incremental Buses by Time Period (vs. previous time period)		
	Existing	Short-Term	Mid-Term	Long-Term	Short-Term	Mid-Term	Long-Term
By Community or Connection	26	36	51	55	10	15	4
Bend	13	16	27	27	3	12	0
Redmond	4	5	8	9	1	4	1
Redmond - Bend	1	2	2	2	1	0	0
La Pine	1	1	1	2	0	0	1
La Pine - Bend	1	1	1	1	0	0	0
La Pine - Sunriver	0	1	1	1	1	0	0
Sisters	0	0	0	0	0	0	0
Sisters - Redmond	1	1	1	1	0	0	0
Sisters - Bend	1	1	1	1	0	0	0
Madras	1	1	1	2	0	0	1
Madras - Redmond	1	2	2	2	1	0	0
Prineville	1	1	1	2	0	0	1
Prineville - Redmond	1	2	2	2	1	0	0
Warm Springs (incl in WS - Madras)	0	0	0	0	0	0	0
Warm Springs - Madras	1	1	1	1	0	0	0
Warm Springs / Employment Areas	0	1	1	1	1	0	0
Crooked River Ranch - Redmond	0	1	1	1	1	0	0

Memo 6:
Summary of
Community
Connector
and Local
Service

Table 21, Page 65



Memo 6: Summary of Community Connector and Local Service

- Do you have comments on the summary of recommended Community Connector and local services?
- 

Memo 7: Transit Vehicles

- When replacing existing and purchasing new vehicles, CET should consider the following amenities:
 - Low-floor vehicles for routes with high levels of wheelchair boardings and improved wheelchair equipment
 - Alternative fuel propulsion (energy efficient buses)
 - Enhanced communication equipment (e.g. bus radios)
 - Wifi equipped
 - Real-time arrival displays on buses

Memo 7: Transit Facilities

1

Transit Stops

2

**Transit Centers &
Mobility Hubs**

3

Park and Rides

4

**Maintenance
Centers**

Transit Stops

2040 TMP Transit Stops Cost Estimate

Service	Existing Transit Stops (\$1K/stop)	New Transit Stops (\$15K/stop)
Bend Fixed-Route	253	98
Community Connector	31	26
Redmond Fixed-Route	-	100
Madras Flex-Route	-	10
Prineville Flex-Route	-	10
Base Average Annual Cost		\$197K
Inflated Average Annual Cost		\$252K
Base Annual Average Cash Match (15%)		\$30K
Inflated Annual Average Cash Match (15%)		\$38K

Memo 7:
Transit
Facilities

Table 7, Page 9

Memo 7: Transit Facilities

Type	Example Locations	Context (Transit and Land Use)	Mobility Services	Technology Features
Transit Center (Large-Scale)	<ul style="list-style-type: none"> ▶ Bend Hawthorne Station (or future replacement on eastside or South Downtown); ▶ Redmond Transit Center 	<ul style="list-style-type: none"> ▶ Central transit hub with multiple local and Community Connector routes 	<ul style="list-style-type: none"> ▶ Context-sensitive park-and-ride ▶ Drop-off area ▶ Car sharing ▶ Micromobility ▶ Short-term and long-term/secure bike parking 	<ul style="list-style-type: none"> ▶ Real-time information ▶ Off-board fare payment
Secondary Transit Hub (Bend)	<ul style="list-style-type: none"> ▶ Cascade Village (North) ▶ Walmart (South) ▶ OSU (West) ▶ St. Charles (East) ▶ Hawthorne Station (if Transit Center is relocated) ▶ South Downtown/Old Mill (vicinity of Colorado-/Arizona) ▶ North Downtown (vicinity of Newport & Wall/Bond) 	<ul style="list-style-type: none"> ▶ Major activity center with 2+ connecting routes ▶ Potential Community Connector stop 	<ul style="list-style-type: none"> ▶ Context-sensitive park-and-ride ▶ Drop-off area ▶ Car sharing ▶ Micromobility ▶ Short-term and long-term/secure bike parking 	<ul style="list-style-type: none"> ▶ Real-time information ▶ Off-board fare payment
Secondary Hub / Small-Scale Transit Center (Regional)	<ul style="list-style-type: none"> ▶ Sisters (northwest of downtown) ▶ Madras ▶ Metolius ▶ Culver ▶ Warm Springs ▶ Prineville (near Thriftway or Rays) 			
Major Activity Center	<ul style="list-style-type: none"> ▶ North Downtown Bend (vicinity of Newport/Hawthorne) ▶ COCC ▶ Forum Shopping Center ▶ Major employment areas 	<ul style="list-style-type: none"> ▶ High ridership stop 	<ul style="list-style-type: none"> ▶ Micromobility 	<ul style="list-style-type: none"> ▶ Real-time information ▶ Off-board fare payment
Local Neighborhood	<ul style="list-style-type: none"> ▶ Local route terminus ▶ Neighborhood stop (fixed-route or deviated route) 	<ul style="list-style-type: none"> ▶ Low-to-medium density residential land uses ▶ Can be employed with micromobility where urban form limits transit access 	<ul style="list-style-type: none"> ▶ Drop-off area ▶ Micromobility 	<ul style="list-style-type: none"> ▶ Real-time information
Local stops	<ul style="list-style-type: none"> ▶ Typical stop 		<ul style="list-style-type: none"> ▶ Bike parking 	
Park-and-ride lots (major or minor)	<ul style="list-style-type: none"> ▶ ODOT P&R ▶ Mt. Bachelor 	<ul style="list-style-type: none"> ▶ City edge for unstructured parking ▶ Structured parking opportunities in central city, dense mixed use development areas 	<ul style="list-style-type: none"> ▶ Micromobility ▶ Bike parking ▶ Drop off area 	<ul style="list-style-type: none"> ▶ Real-time information



Memo 7: Transit Facilities

- Do you have comments on the recommended transit facilities?
- 

Strategies for Transit- Supportive Land Use

Developing effective strategies for implementation of transit-supportive land use involves the following steps:

- 1. Propose potential strategies (Memo 5). ✓*
- 2. Assess these strategies through Project Management Team (PMT), TAC, and Steering Committee review. ✓*
- 3. As needed following team and committee review, consult existing jurisdictions' development codes to assess the need for potential strategies. **(NEXT STEP)***
- 4. Refine the strategies into draft and then final adoption-ready code language as part of the 2040 CET TMP draft and final documents.*

Next Step: Angelo Planning Group will work with local agencies to turn recommended strategies into “adoption ready” implementation language to be included in the 2040 CET TMP and to be considered for adoption by each jurisdiction following adoption of the TMP.

Memo 5 - Proposed Transit- Supportive Strategies

TOD Strategy	Redmond	Prineville	Madras	Warm Springs	Sisters	La Pine	Crook, Deschutes, & Jefferson Counties
Coordination							
Coordination with Transit Provider	Recommended						
Transit Stop Improvements							
Uses							
Accessory Dwelling Units	Optional						
Mixed Use							
Major Trip Generator Uses							
Limit Auto-Oriented Uses	Recommended	Optional					
Limit Drive-Throughs							
Development Standards							
Residential Density	Optional						
Min. FAR or Lot Coverage							
Max. Front Yard Setbacks	Recommended	Recommended	Recommended [no min setback]				Optional
Pedestrian Space in Front Setback		[max. setback or no min. setback]	Optional				
Pedestrian Orientation (Basic)		Recommended					
Pedestrian Orientation (Enhanced)	Recommended	Optional					
Add. Height for Housing	Optional						
Access							
Block Length	Recommended	Optional					
Accessways Through Long Blocks							
Parking							
No Vehicle Parking/Circulation in Front Setback	Recommended			Optional			
Parking Maximums	Optional						
Parking Reductions for Transit	Recommended		Optional				
Landscaping in Parking Lots			Recommended				Optional
Preferential Parking for Ridesharing	Recommended						
Bicycle Parking							
Transit-Related Uses in Parking Lots	Recommended						

Next Steps

Meetings

- **Local TAC Meetings**
(January – February 10th, 2020)
- **Online Open House**
(January 29th – February 17th, 2020)
- **Steering Committee**
(March 11th, 2020)

Next Memos

- Implementation Plan
- Draft Transit Development Plan
- Local Agency Briefings – Summer 2020
- Final Steering Committee Meeting – Summer 2020
- COIC Board and Local Adoption – Fall 2020

Adjourn