REGIONAL PUBLIC TRANSPORTATION ADVISORY COMMITTEE

VIRTUAL MEETING AGENDA

WEDNESDAY, APRIL 21 FROM 1:30-3:30 PM

ZOOM: https://us02web.zoom.us/j/83179442680?pwd=bm9nK0tKUWJQQ0JYeXRvWk9OMW9kdz09

MEETING ID: 831 7944 2680 PASSCODE: Y0ZQeg

TO CALL IN BY PHONE, DIAL: 1-669-900-6833

MEETING ID 831 7944 2680 # PASSCODE: 101730

AGENDA

TIME	SUBJECT	LEAD PRESENTER
1:30	Introductions	Derek Hofbauer
1:40	Public comment	Bob Bryant (Chair)
1:45	Review and approval of 2/17/21 meeting minutes	Bob Bryant
1:50	2021 summer recreation services updates & fare discussion - ACTION	Derek Hofbauer Rachel Zakem
2:15	Route 31 La Pine to Sunriver Summer Shuttle outreach discussion	Ashley Mohni Derek Hofbauer
2:30	CET Saturday service update	Derek Hofbauer
2:45	CET new grants overview	Ashley Mohni Derek Hofbauer
3:10	2040 CET Transit Master Plan Regional Blueprint discussion	Derek Hofbauer Bob Bryant
3:30	Adjourn	

Wednesday, February 17
1:30 pm to 3:30 pm
Virtual Meeting

MEETING MINUTES

Committee Members:

Brian Potwin
Richard Ross
Kim Curley
Cora Ives
Zachary Bass
Kelsey Rook
Kim Curley
Bob Bryant, Chair
Annie Marland
Denise La Buda - alternate
Jordan Ohlde

Meeting Attendees:
Emily Freeland

COIC/CET Staff:
Andrea Breault
Derek Hofbauer
Rachel Zakem
Ashley Hooper

Welcome and Introductions – Bob Bryant, RPTAC Chair

- Attendees made virtual introductions to the group.

Public Comment Period

- No public comments.

Review and approval of 12/18/20 meeting minutes – Bob Bryant, RPTAC Chair

- The 12/18/20 meeting minutes were unanimously approved by the committee.

RPTAC input for 2019-2021 STIF local service enhancement projects in Sisters and Crook and Jefferson Counties

Sisters to Bend Shopper Shuttle Update

- The new service launched on January 7. CET is working with community partners, including Age Friendly Sisters, to market the service.
- The following outreach strategies were utilized to promote the service:

  - Press release for media coverage before service started
  - Organized a Ride-A-Long with Sisters community members
  - ODOT video highlighting new service
  - Launched an incentive program, which includes a gift bag for first-time users and a drawing to win a HydroFlask
  - High Desert Food and Farm Alliance newsletter to reach farm workers
  - Neighborhood Association engagement
  - Paid ads in The Nugget and on utility bills
  - Chair Bryant suggested outreach to the Pine Meadow neighborhood and asked if staff posted flyers at key destinations, like retirement facilities.
    - Ms. Hooper shared that the flyers were posted throughout the community, including The Lodge, Sisters Community Church, and other major destinations.
- The service has experienced a slow start due to COVID-19. Many potential passengers are hesitant to use public transportation. Staff is using this time to build awareness of the service.

Jefferson County

- CET is solidifying stop locations for the new Crooked River Ranch service and evaluating how many runs will operate per day to Redmond. The service is projected to begin in summer/fall of 2021. The vehicle for the service was purchased with Statewide Transportation Improvement Fund (STIF) dollars.
- For local transit enhancements in Jefferson County, CET developed an online survey that will be disseminated in early March. The goal of the expanded service is to provide wider access to transit in Metolius and Culver. CET hopes to roll out enhanced service in Jefferson County this summer/fall.

Crook County

- The Crook County transit service enhancement survey is currently open and closes on March 8. CET is asking for feedback on additional transit services and stop location in Prineville and Juniper Canyon.

Mobility Hub Feasibility Study discussion and input from RPTAC

- The Bend Metropolitan Planning Organization (MPO) received a Transportation and Growth Management Program (TGM) grant to conduct a Bend Mobility Hub Feasibility Study. The study will highlight best practices and recommendations for mobility site selection, design, and implementation. The project will begin this spring once a consultant team is hired to carry out the study. The duration of the project will is 7-8 months.
- There are six individual tasks identified with this study, including best practices, location factors, market assessment, types and features, design guidance, and the implementation plan. There will be six deliverables for the project and six meetings for the Technical Advisory Committee (TAC) to provide feedback on the documents.
- CET is responsible for the public engagement elements of the project that will provide multiple opportunities for members of the public, including transit riders and disadvantaged populations, to participate in meetings, surveys, and social-distance events.
- Mr. Ross mentioned his interest in serving on the TAC. He suggested that some members of the Citywide Transportation Advisory Committee (CTAC) may also be interested in serving on this committee.

- Ms. Breault noted transit solutions for Central Oregon are not the same compared to dense urban areas in larger cities.
- Ms. Curley shared that the City of Bend Parking Committee discussed utilizing mobility hubs to help alleviate parking issues.
- Chair Bryant noted the COIC Facilities Committee will have potential engagement with the Bend Mobility Hub Feasibility Study.
- Ms. Ives asked if there will be a funding investment or stipend for the TAC to ensure equitable inclusion.
    - Ms. Napoli noted she worked with a Portland Metro group that implemented a stipend program, but this is not something that can be offered for this project at this time.
- A total of six RPTAC members volunteered to serve on the Bend Mobility Hub Feasibility Study TAC:
    - Chair Bob Bryant
    - Jordan Ohlde
    - Kim Curley
    - Brian Potwin
    - Richard Ross
    - Denise La Buda

RPTAC feedback on the visionary component for the 2040 Transit Master Plan

- The idea behind the visionary component of the 2040 Transit Master Plan was to provide an additional document to demonstrate longer-term aspirational goals and projects CET could achieve.
- A suggested title for the visionary component was “Public Transit: A Regional Blueprint.”
- Ms. Curley added that the state Public Transportation Advisory Committee uses the term “transportation” rather than “transit,” to include all modes of transportation, including private.
- The next RPTAC meeting will be held on April 21 and will include an agenda item to discuss a high-level framework of the visionary component.

Adjourn

Central Oregon Intergovernmental Council
334 NE Hawthorne Ave. Bend, OR 97701 541-548-8163 www.coic.org

Memorandum

To: Regional Public Transportation Advisory Committee (RPTAC)
From: Rachel Zakem, Cascades East Transit Planning Assistant
Date: 4/8/21
Re: Proposed Ride the River Fare Increase

Cascades East Transit (CET) is proposing an increase in the Ride the River shuttle fare from $3 to $4 per day for the 2021 summer season. The Ride the River proposed fare increase will be presented by CET staff and discussed during the April 21, 2021 RPTAC meeting for possible approval by committee members.

CET is requesting an increase in Ride the River fares for the 2021 season for the following reasons:

(1) The overall service operations costs continue to increase due to the popularity of the program. Ridership in 2015 was 24,800 passengers per season and grew to 70,077 passengers in 2019, which is the last season the service operated due to the occurrence of the pandemic in 2020. This major increase in ridership necessitates CET to enhance its own management and supervision of the service to keep pace with increased demand and more frequent service. Indirect labor costs have also risen due to increased reporting activities, partner collaboration efforts, marketing and outreach, and oversight of fare collection services.

2) CET is currently implementing Oregon Health Authority (OHA) guidelines to mitigate the spread of COVID-19. This includes limiting capacity on buses and requiring at least three feet of physical distancing between passengers and six feet of physical distance between passengers and drivers. The COVID-19 safety protocols will effect operational logistics, as Ride the River shuttles typically run at full capacity. With COVID-19 maximum capacity restrictions in place, CET must operate additional buses and at higher levels of frequency. This equates to more fuel consumption, wear and tear on vehicles, and additional drivers required to operate the service.

(3) The last fare increase occurred during the 2014 – 2015 season. A fare increase of one dollar is deemed appropriate considering driver wages and other operational costs have increased over the years.

CET provides safe and reliable transportation services throughout the region. In order to remain economically viable as an agency and support a growing demand for recreation-based transit services, it is important that CET's fare collections reflect current conditions and increased operating costs. The Ride the River service in an important community service that helps reduce traffic congestion, frees up parking spaces, and reduces CO2 emissions.

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Memorandum

To: Regional Public Transportation Advisory Committee (RPTAC)
From: Derek Hofbauer, COIC Outreach and Engagement Administrator
Date: 4/12/21
Re: Proposed Lava Butte Fare Increase

Cascades East Transit (CET) is proposing an increase for the Lava Butte shuttle fare from $2 to $3 for the 2021 summer season. The Lava Butte proposed fare increase will be presented by CET staff and discussed during the April 21, 2021 RPTAC meeting for possible approval by committee members.

CET is requesting an increase in Lava Butte fares for the 2021 season due to increased ridership and popularity of the service, coupled with rising operational costs since the service was launched in 2015. Ridership has grown from 50,937 passengers in 2015 to 53,794 passengers in 2019, which is the last season the service operated as a result of the COVID-19 pandemic that occurred in 2020. Indirect labor costs have increased since 2015 due to increased partner collaboration efforts, marketing and communications, and a transition to electronic fares. Additionally, driver wages, fuel costs, and vehicle maintenance have risen since the inception of the Lava Butte service.

CET is currently implementing Oregon Health Authority (OHA) guidelines to mitigate the spread of COVID-19, which includes limiting capacity on buses by sectioning off seats to provide at least three feet of physical distancing between passengers. These COVID-19 safety protocols directly impact operations and costs, as CET may need to utilize additional buses and drivers to meet demand.

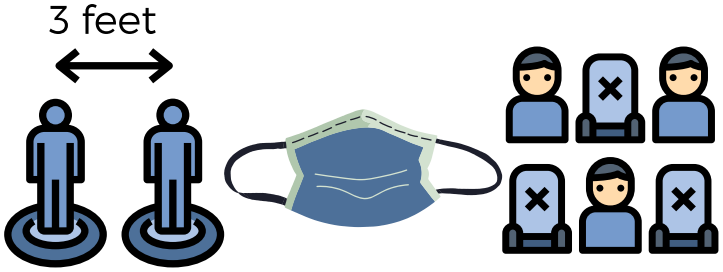
CET works collaboratively with the Deschutes National Forest and Discover Your Forest to provide this highly-desired shuttle service to Lava Butte visitors. The Deschutes National Forest supports the proposed fare increase due to help offset increased operating costs.

CET RETURNS TO SATURDAY SERVICE STARTING MAY 1!

Saturday service includes Bend Fixed Routes and Community Connector routes, with the exception of RT 28-Sisters to Redmond. Bend Dial-A-Ride services will operate on Saturdays and Sundays.

Visit CascadesEastTransit.com for schedule information or call 541-385-8680

¡CET REGRESA AL SERVICIO DEL SÁBADO A PARTIR DEL 1 DE MAYO!

Visite CascadesEastTransit.com para obtener información sobre los horarios o llame al 541-385-8680

CET implements OHA guidelines to mitigate the spread of COVID-19. All CET services are currently fareless except for the Mt. Bachelor shuttle