

REGIONAL PUBLIC TRANSPORTATION ADVISORY COMMITTEE VIRTUAL MEETING AGENDA

WEDNESDAY, FEBRUARY 16 FROM 1:30-2:30 PM

ZOOM: <https://us02web.zoom.us/j/85225957073?pwd=OHpGcDU3VXVOZkITNCtyMkROVDNpUT09>



MEETING ID: 852 2595 7073 PASSCODE: e42snb

TO CALL IN BY PHONE, DIAL: 1-346-348-7799

MEETING ID: 852 2595 7073 PASSCODE: 674036



AGENDA

TIME	SUBJECT	LEAD PRESENTER
1:30	Introductions	Derek Hofbauer
1:40	Public comment	Bob Bryant (Chair)
1:45	Review and approval of 12/15/21 meeting minutes	Bob Bryant
1:50	CET service updates and driver recruitment efforts	Derek Hofbauer, CET
2:00	Deschutes and Jefferson County 5310 Discretionary Project applications overview and STF committee prioritization	Ashley Mohni, CET
2:10	Statewide Transportation Improvement Fund (STIF) and Special Transportation Fund (STF) program consolidation update and timeline	Derek Hofbauer, CET
2:15	Bend Mobility Hub Feasibility Study overview & public engagement plan	Eddie Montejo, Parametrix Derek Hofbauer, CET
2:30	Adjourn RPTAC meeting and transition to Bend Mobility Hub Feasibility Study TAC meeting #2 using same Zoom link	Derek Hofbauer, CET

REGIONAL PUBLIC TRANSPORTATION ADVISORY COMMITTEE

MEETING MINUTES

WEDNESDAY, DECEMBER 15 FROM 1:30-3:30 PM

Advisory Committee Members

Annie Marland
Kim Curley
Bob Bryant
Richard Ross
Casey Bergh
Denise LaBuda
James Halliday

Guests

Andrea Napoli

Staff

Andrea Breault
Derek Hofbauer
Rachel Zakem
Tammy Baney

Public comment

- No public comment

Review and approval of 10/20/21 meeting minutes

- All committee members approved of the meeting minutes.

Overview of new CET vehicle purchases and committee input

- New vehicle purchase details were shared with the committee.
 - 2 smaller Gillig low-floor buses
 - Metro Link Bus for Rt 31
 - 2 Low-floor buses for Redmond flex routes
 - 2 Low-floor buses for new Bend routes

- 1 low-floor bus for Crooked River Ranch Service
- 5 Ford transit vans for Bend DAR
- 4 support vehicles
- The vans have the potential to be utilized for microtransit and do not require a Commercial Driver License, which could help with the driver shortage issue.
- Ms. Curley asked if the vans were all ADA accessible.
 - Mr. Hofbauer replied that they are ADA accessible, as are most of CET’s vehicles.
- Ms. Marland asked if these vans may be used in Sisters.
 - Ms. Breault responded that the vehicles can be used for rural DAR, just not our regional routes.
- Mr. Hofbauer asked for any ideas for designing and branding these vehicles.
 - Ms. Curley would like to advertise that CET also sponsors vanpools. She stated that this could be confusing for DAR users.
 - Ms. LaBuda stated that if this vehicle is for DAR to serve older adults, that we should make the design more fun, maybe utilizing bright colors. She recommends utilizing a wrap to make it more fun and focus on the service being for getting seniors where they need to go.
 - Ms. Curley suggested branding this service as CET Connect.
- Mr. Ross asked about the capacity of each level of CET’s bus fleet.
 - Mr. Hofbauer responded the passenger vans are 12 person vans but require some adjustments before they can be utilized for our purposes. They will end up being an 8-10 person vehicle. He shared that the medium size buses hold about 20 people. The larger size buses hold 28-30 passengers.

New vehicle technology: Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL) project update

- Ms. Breault shared that Statewide Transportation Improvement Fund (STIF) funding is being used to procure the CAD/AVL system.
- The consultant team IBI Group was hired to perform the work.
- Passio will manage the fixed-route platform and Ecolane will manage the on-demand platform.
- The new technology will provide better GTFS/GPS reliability and a better customer interface, as well as sharper schedules and improved safety.
- Old hardware, such as tablets, will need to be updated
- Mr. Hofbauer asked what our riders might notice is different with the new system in place.
 - Ms. Breault responded that users will be able to see the buses move in real time on their phones, as well as real-time signage.
 - Reservations for DAR can be scheduled through a smartphone phone without calling the Call Center.
- Ms. Curley asked if we could switch over on a Saturday to catch any bugs.

- Ms. Breault responded that it is in the contract to work out bugs ahead of the final switch.

Mobility Hub Project Management Request for Qualifications update

- The Mobility Hub Management RFQ contract is anticipated to begin in February of 2022
- The project will establish organizational procedures to take the project from site selection through design, construction, and implementation.
- It will also develop realistic cost estimates for site analysis, architecture and engineering, land purchase, construction of amenities, project management, and contingency costs.
- CET will select a firm in mid-January.
- Chair Bryant asked who we are planning to use to evaluate firms.
 - Ms. Breault responded that the committee is not confirmed as of yet and that CET is welcoming members to be a part of the process.
 - Ms. Curley stated that she is interested in joining the evaluation committee.
- Chair Bryant asked who would handle the public engagement portion of the project.
 - Ms. Breault shared that the project management team would be responsible for outreach and engagement. They will be presenting to RPTAC as well as other bodies.
- Ms. Napoli shared that the Notice to Proceed from ODOT for the Bend Mobility Hub Feasibility Study was received on Monday. The first project team meeting is scheduled for next week. It consists of Andrea Breault, Andrea Napoli, Allison Platt, ODOT, and the consultant team Parametrix and Cascadia Partners.

Infrastructure Investment and Jobs Act (IIJA) funding overview

- The IIJA is a Federal Infrastructure Package
- \$4.5 Billion coming to Oregon over the next five years.
- \$200 Million in additional transit funding over the next 5 years.
- 35% increase over current federal funding levels.
- Additional grants to upgrade fleets and invest in zero and no emission vehicles.
- \$30 Million in additional funds for bike and pedestrian projects.
- Chair Bryant asked if CET’s Transit Master Plan (TMP) set an agenda for how these funds would be used.
 - Mr. Hofbauer responded that we could look back to the TMP to assess if this new funding could be utilized for some of the unfunded projects written in the TMP.
 - Ms. Breault responded that Bend’s Transportation System Plan speaks toward certain projects but that at this moment, staff is concerned more about operational funding than capital funding due to rising costs, driver wages, etc.
- Ms. LaBuda asked if this funding could be added into the TBOC bike and ped projects?

- MS. Breault responded that CET would likely receive transit funding; however, the City would be a direct recipient for bike and ped funding.
- Chair Bryant shared that this could be a great opportunity for partnership.
- Ms. Breault brought up the potential for coordination on completing and expanding sidewalks near transit routes.
- Mr. Ross shared that Bend should be in the running for this funding due to planned projects. He asked about the prospects for Bend to move forward with these projects.
 - Mr. Ross shared that a presentation about all of these new funding opportunities at a future RPTAC meeting would be helpful.
 - Mr. Hofbauer said he would reach out to someone with the City of Bend who could come and give an update during a spring meeting.
- Ms. Napoli noted the MPO recently sent a letter to the OTC about the types of programs they would like to see funded. She stated that it is up to the OTC to decide how the funds will be divided up.
- Ms. Breault stated asked if these new projects need to be in the STIP.
- Ms. Napoli and Ms. Curley sated that they did not believe they needed to be in the STIP.
- Mr. Bergh asked how this funding could potentially help immediate needs, if it would just be used to fill gaps or to solve bigger issues.
 - Ms. Breault responded that the CET Electrification Study will “move the needle” in the low-no emission transition, as there will likely be an increase in capital related to power grids and conduits for electrifying charging stations.

CET Bend and Rural bus stop enhancement project

- Ms. Zakem presented information about new ADA-compliant bus stops that have been developed across our region, in addition to new benches that were installed for Bend stop locations.
- 10 newly designed stops across Crook, Deschutes, and Jefferson Counties with ADA-compliant concrete pads installed
- Shelters, benches, and signage will eventually be installed at all stops
- The new stops in Madras along Route 20 activated Dec. 1 to make it easier for passengers to load and unload.

Bend to Mt. Bachelor & Elk Lake Summer Shuttle marketing and outreach input from committee members

- Mr. Hoffbauer shared that a stakeholder and partner meeting will be held on January 4 and asked if there were any topics that the committee wanted to be addressed.
- The service is anticipated to run from mid-June through Labor Day.
- The shuttle will start in Bend at Hawthorne Station and/or Mt. Bachelor Park and Ride.
- The first leg will go to Mt. Bachelor with stops at Forest Service Welcome Center, Wanoga, Swampy Lakes, Dutchman Flat, and Mt. Bachelor.

- The second leg will begin at Mt. Bachelor and stop at Green Lakes, Devil’s Lake, and Elk Lake.
- Ms. Curley shared that she thinks it’s important to have an east side bus stop location - only stopping at the Park and Ride is not equitable for people living on the eastside.
- Chair Bryant stated that this will really come down to marketing and letting people know where the service can be accessed and that it is available.
 - Mr. Hofbauer shared that having it stop at Hawthorne Station would allow for CET to utilize real time signage and really get the word out about the service.
- Ms. LaBuda reinforced having Hawthorne as a main stop location due to the fact that it is the only Hub in Bend right now.
- CET is collaborating with Cog Wild and other shuttle companies to ensure the planned public transportation service is not directly competing with their businesses.
- Mr. Hofbauer shared a partnership with Oregon Adaptive Sports has formed to ensure that they can fit specialized bikes onto our bus racks.
- Ms. LaBuda suggested for policies indicating what riders can bring along, it might be wise to target the hiking crowd to avoid having to haul larger items like inflatable boats and rafts.
- Ms. Napoli stated that anything brought aboard should be able to deflate and sit in their lap.
- Ms. Curley stated that people might want to bring dogs along.
- Mr. Hofbauer shared that Elk Lake is very excited for CET to provide this service and provide ADA access to their location.
- Ms. LaBuda stated that she would use the route to hike or bike and thinks this is a great option due to parking shortages.
- Chair Bryant agreed with Ms. LaBuda that the shuttle will be a helpful tool for mitigating parking and congestion. He believes this will be very popular with mountain bikers, similar to the service that SANDY Transit provides on Mt. Hood.
- Mr. Bergh noted this system would be a great way for him to access some trails that he usually cannot due to parking issues. He also stated that using the summer service as an alternative to creating private vehicle shuttles between start and end points would be great.
- Ms. LaBuda stated that seniors might use the service to go to the Lodge at Elk Lake but that individuals with mobility challenges may not want to get that far out of town. However, there are still healthy and active seniors who could be interested in this service. She would recommend first getting a survey out to seniors for input and she could help get the survey out.
- Chair Bryant shared social media sites would provide a great opportunity to get the word out about the service and target specific groups. He asked about Sparks Lake and providing access to the accessible trail there.
 - Ms. Zakem shared that the road to the trailhead is very long, unpaved and crowded and the location was therefore ruled out due to this reason.
- Chair Bryant stated that CET could utilize the Welcome Center to get out the word about

this service, possibly holding events at that location.

- Ms. LaBuda recommended conducting a series of events to get more people engaged and to involve the hotels by send them a flyer.
- Chair Bryant recommended using the Neighborhood Associations to get the word out.

CET Optimization Study Equity Roadmap rider survey overview and next steps

- CET is in the process of developing equity metrics. Mr. Hofbauer stated this service is to.
- An initial survey was beta-tested during CET’s Welcoming Week event to provide a snapshot of transit values, issues and concerns and then bring the results to targeted populations for their input.
- An online and paper survey will launch in January targeting CET riders.
- Listening sessions are scheduled for March-May to solicit community feedback.
- These metrics need to reflect the community’s values and not just how CET defines them.
- Mr. Hofbauer requested feedback on the draft survey questions.
- Ms. LaBuda asked if we would be tracking these responses to assess in what ways we are improving performance. She told us to be careful about asking questions that we cannot solve, for example, we will not be able to do anything about transfers for another 3-5 years.
- Ms. Napoli suggested changing “geographic reach of services” to “wide service area.”
- Chair Bryant asked if any questions specifically cover the equity concerns.
 - Mr. Hofbauer stated additional open-ended questions were provided in the survey that address equity topics.

Round Table

- Mr. Bergh provided a link for a webinar regarding Mobility Hubs
<https://www.urbanismnext.org/events/mobility-hubs-lessons-and-learnings-from-pilots#main>

Adjourn