DESCHUTES COUNTY STATEWIDE TRANSPORTATION IMPROVEMENT FUND (STIF) ADVISORY COMMITTEE MEETING MINUTES

TUESDAY, DECEMBER 6 FROM 3-5 PM

Introductions

Committee members present:

- Jon Bullock
- Andrea Breault
- Ken Thorpe
- Matt Schmitz
- Andrew Davis
- Casey Bergh
- Bill Gregoricus
- Dan Youmans
- Paul Bertagna

Guests present:

- Joe Widner (Central Oregon Breeze)
- Kim Curley (Commute Options)
- Indigo (Commute Options)
- Seth Johnson (Opportunity Foundation)
- Chris Doty (Deschutes County)
- Anthony Ferro (Pacific Crest Bus Lines)

CET/COIC staff members present:

- Rachel Zakem
- Laura Scully
- Eric Lint
- Derek Hofbauer

Public comment

- No public comments

Review and approval of past STIF and STF meeting minutes

- Meeting minutes were unanimously approved by the committee.

Advisory Committee Bylaws revisions summary

- The consolidated bylaws and advisory committee roster were approved by the Deschutes County Commissioners in August, 2022 and are consistent with the previous version, with a few changes outlined below:

- Representatives only count for one required category.
- Increased term limits from two years to four years
- Allows for virtual meetings and voting
- Advisory committee to decide on chair and co-chair
- Lessons the administrative burden for Deschutes County staff

Deschutes County sub-allocation method discussion

- Mr. Hofbauer explained the purpose of the sub-allocation method, which was to provide an equitable distribution of STIF funding throughout Deschutes County, based on population and other factors. Mr. Bullock asked if this would go to commissioners once approved, to which Mr. Hofbauer responded Yes.
- Mr. Bullock motioned to approve the following proposed sub-allocation method language, Mr. Schmitz seconded, and the committee unanimously approved.

The population of Deschutes County is 204,801; Bend is 102,059; Redmond is 35,582; Sisters is 3,286, and La Pine is 2,587. Deschutes County will consider, as a starting point for funding prioritization, where payroll tax originated (by city or region), using population as a general proxy for payroll. Deschutes County will support projects that serve and connect all communities within the County and fund multi-county projects proportionately based on their value to residents. Deschutes County will support projects formerly funded by STF (Special Transportation Funds) that serve older adults and people with disabilities, as well as projects more efficiently and effectively served by other Providers to create employer vanpools and connections outside of Central Oregon. The amount of sub allocation is not considered a guaranteed entitlement, but rather is looked at as a starting point for Deschutes County to consider the overall reach or priority of projects individually and as a whole.

<u>Presentations from service providers</u>

Commute Options

Commute Options Serves 17 counties and launched vanpool program in August 2020 during the pandemic. A vanpool buys down a lease for van that includes maintenance, road side assistance and insurance. The vanpool program has been successful adding seven vans with 45 employees in Deschutes, Jefferson, and Crook Counties.

Opportunity Foundation

- Opportunity Foundation Provides transportation for people with severe disabilities to medical and every day needs. The organization has relied on STF funding in the past to help pay for transportation services.

City of Sisters

- The East Portal will serve as a Multimodal Mobility Hub, which is included in Sisters County Vision and the CET Transit Master Plan. Funding has been secured for the initial design of the facility.

Central Oregon Breeze

- CO Breeze has provided transportation services since 1985. They are currently having issues with hiring and retaining drivers and are attempting to maintain service with very few employees. CO Breeze needs to stabilize funding and has worked collaboratively with CET for years. The service is referenced in the 2040 Master Plan. Fair box revenue does not cover 100% of costs. They currently have a 2003 and 2018 bus and need equipment a few years down the line, want to expand the route to 6 days a week to meet community's needs. It is a long trek from Bend to PDX and they had to decrease frequency and increase fares. There is now extra demand due to Alaska cancelling the Bend to Portland flights.

Pacific Crest Bus Lines

- Klamath Falls to Bend ridership is up 150% since July 97. The Bend to Eugene service uses FTA 5311 funding and has operated for a decade. They applied for STIF Discretionary funds to continue to Salem and Coos Bay. They have $50,000 in STIF funds rolling over to next cycle.

Cascades East Transit

- Ms. Breault provided an update on CET ridership and proposed STIF projects:
- Deschutes County Community Connector Routes (RT 24, 26, 28, 29, 30)
    - Jan – Nov, 2021: 29,138
    - Jan – Nov, 2022: 39,065 (34% increase)
- Route 25 (Crooked River Ranch to Redmond)
    - 316 rides from September-November
- Bend Fixed Routes
    - Jan - Nov, 2021: 153,013
    - Jan - Nov, 2022: 140,728 (9% decrease)
- Bend Dial-A-Ride
    - Jan - Nov, 2021: 17,365
    - Jan - Nov, 2022: 22,484 (23% increase)
- Rural Veterans Transportation Health Care Service
    - 3607 rides to or from Deschutes County between Jan-Nov, 2022; 93% of all Veteran trips throughout Central Oregon
- Proposed 2023-2025 biennium STIF Projects, which are provided in more detail on pages 4 & 5
    - Carry over reserves from 2021-2023 biennium
    - STIF Program Administration
    - Continued former STF operations
    - Routes 24, 28, 29 and 30
    - CET capital projects
    - CET subrecipient projects (Commute Options, Central Oregon Breeze, Pacific Crest Bus Lines)

Prioritize Deschutes County STIF projects and review FTA 5310 applications (ACTION ITEM)

- Dan Youmans asked about funding for Route 31 service between Sunriver and La Pine. Ms. Breault responded RT 31 is in program reserve project as it is an existing program from a former STIF plan. There is a need to have continued conversations on whether or not CET can dedicate drivers to that route due to historic low ridership. Mr. Youmans responded it would be nice to continue the service at least one more season, as it started at the outset of the pandemic. Ms. Breault indicated one option is to try and put a non-CDL vehicle on this route and decrease
- The committee reviewed the project ranking scores, which were submitted prior to the meeting. Mr. Bullock suggested the committee focus on projects that ranked the lowest (numbers 5, 6, 7, 8) to make reduction to help bridge the nearly $1.5 million funding gap. COIC staff facilitated conversations among STIF applicants, who voluntarily made concessions with their project budgets to fill the funding gap. Once the group reached consensus on the project amounts, a vote was taken. Mr. Schmitz motioned to approve all projects as listed at their revised funding amounts. Mr. Gregoricus seconded and the committee unanimously approved the projects and funding allocations.
- The committee reviewed the Deschutes County FTA Section 5310 applications. Mr. Gregoricus motioned to approve the applications as listed on page 6, Mr. Schmitz seconded, and the committee unanimously approved the project list.

Adjourn

DESCHUTES COUNTY 2023-2025 BIENNIUM STIF PROJECTS

OPPORTUNITY FOUNDATION OF CENTRAL OREGON - SPECIAL TRANSPORTATION TO ADULTS WITH DISABILITIES

The OFCO special transportation program has been supported by Special Transportation Funds (STF) and now is being requested under STIF. Opportunity Foundation exists to serve Central Oregonians experiencing disabilities, and daily transportation is a critical aspect of meeting their needs. OFCO continues to serve up to 150 adults and provide 4,000-5,000 rides per quarter, with more opportunities to grow by connecting Prineville to OFCO's job program in Redmond.

Funding amount: $120,000 from STIF; $120,000 from other state funds.

CITY OF SISTERS MULTI-MODAL TRANSIT HUB

Multiple public transit routes already link Sisters to neighboring cities and regions. This multi-modal transit hub will serve as a centralized station for public transit providers. The requested amount funds public transit components of the planned project.

Funding amount: $978,750 from STIF; $345,000 from local funds

CARRY-OVER PROGRAM RESERVE FUNDS (COMMITTED 21-23 BIENNIUM STIF PROJECTS)

The remaining 2021-2023 biennium STIF funds were obligated to support CET program administration, operations, and capital projects from previous STIF Plans. Projects include design and constructing mobility hubs, service planning, increased preventative maintenance, increased driver wages, mobility management, and operations for Route 31, Routes 8 and 9 in Bend, and two deviated flex routes in Redmond, if feasible.

Funding source: Prior Biennia Program Reserve

Funding amount: $6,210,337

STIF PROGRAM ADMINISTRATION

CET to continue to administer, supervise, plan, support, and market both CET and Deschutes County STIF programs and services.

Funding amount: $1,683,382

CONTINUED FORMER STF OPERATIONS

Continuing to serve the public transportation needs of the Elderly and Disabled population thru CET's Dial-A-Ride service in La Pine, Bend, Redmond and Sisters and future expanded Dial-A-Ride boundaries.

Funding amount: $2,362,642

ROUTES 30, 24, 29, AND 28

Continuing current CET Community Connector Routes 30, 24, 29, 28 service to increase frequency.

CET CAPITAL PROJECTS

Funding amount: $3,925,956Ability to complete mobility hubs and/or enhanced bus stops, purchase of real-time signage, purchase of public transit vehicles (replacement and expansion of fleet) and local match for federal funded capital grants and down payment on the land for alternative fuel station.

Funding amount: $1,000,000

CET SUB-RECIPIENT PROJECTS

Operating and Capital funds for inter-city providers: Central Oregon Breeze and Pacific Crest Bus Lines, as well as transportation options partner, Commute Options.

COMMUTE OPTIONS: EMPLOYER VANPOOL PROGRAM

Funding for Commute Options to continue a vanpool program targeting Deschutes County employers.

Funding amount: $96,000

PACIFIC CREST BUS LINES ADDED VEHICLE AND OPERATIONS SUBSIDY

Total funding amount: $710,000

PACIFIC CREST BUS LINES ADDED VEHICLE

Supports purchase of a 32-passenger vehicle with an ADA lift to meet increased ridership.

Funding amount: $350,000

PACIFIC CREST BUS LINES OPERATIONS SUBSIDY

This subsidy helps PCBL maintain steady, frequent, and reliable public transit along southern Deschutes County and Klamath County. Without the service, there are no options for the community to access medical and shopping needs in Deschutes County.

Funding amount: $360,000

CENTRAL OREGON BREEZE ADDED VEHICLE & OPERATIONS SUBSIDY

Total funding amount: $ 950,000

CENTRAL OREGON BREEZE ADDED VEHICLE

Supports purchase of a 32-passenger vehicle with 2 ADA Stations to meet increased ridership.

Funding amount: $350,000

CENTRAL OREGON BREEZE OPERATIONS SUBSIDY

Supports operations not covered by fares, increases in driver wages, and local match for 5311(f) grant.

Funding amount: $600,000

2023-2025 Biennium STIF Funding Amount $18,037,067 *

**Funding total includes a 20% cost overage per ODOT guidance*

DESCHUTES COUNTY SECTION 5310 FTA SUBRECIPIENT APPLICATIONS 2023-2025 BIENNIUM

PURCHASED PUBLIC TRANSPORTATION SERVICES

The subrecipient entities below submitted applications supporting purchased public transportation services for demand-response (Dial-A-Ride) transportation services, which are open to the general public. Dial-A-Ride provides first-and-last-mile connectivity to regional bus service and serves as an important curb-to-curb, accessible option for older adults and those who experience disabilities. CET is the region's public transportation service provider. The total cost of all projects presented below for Deschutes County is $1,721,915 for the 2023-2025 biennium.

Subrecipient	Total cost	Local match
City of Redmond	$596,398	$61,250
Deschutes County*	$115,538	$11,866
City of Sisters	$76,254	$7,831

The total cost includes local matching funds.

* The Deschutes County application supports services in La Pine and South Deschutes County.

CASCADES EAST TRANSIT VEHICLE PREVENTATIVE MAINTENANCE

COIC/CET is the subrecipient applicant for vehicle preventive maintenance funding related to Section 5310 projects. The applications are submitted on behalf of the Lead Agencies below. Local matching funds are provided by the state.

Lead Agency	Total cost	Local match
Deschutes County	$214,819	$22,062

CITY OF BEND DIAL-A-RIDE TRANSIT SUPPORT

COIC/CET entered into an agreement with the City of Bend in 2010 to operate the City's fixed-route and Dial-A-Ride services and is the subrecipient applicant for services within Bend's city limits. The Lead Agency for these applications is Deschutes County. Local matching funds are provided by the state.

Source	Total cost	Local match
Small Urban Funding	$585,486	$117,097
Surface Transportation Block Grant (STBG)	$133,420	$13,702