

# La Pine Transit Stakeholder Meeting

La Pine Parks & Recreation

John C. Johnson Center

2pm-4pm

March 27, 2013



# Meeting Purpose



- Review CET transit system and La Pine service
- Outline service plan ideas – seeking “custom fit” for La Pine
  - Need your input on what improvements are most important.
- Discuss funding concepts
  - Transition from start-up funding to more permanent funding – again, must fit the community

# Regional Transit Master Plan



## PLAN GOALS:

- Identify how transit can support regional transportation and community development goals
- Establish a vision and priority service structure for transit for each community and for the region as a whole.
- Identify and secure local source(s) of funding for transit



# CURRENT TRANSIT SERVICE OVERVIEW

# Current Transit Service



La Pine currently has two types of service:

## 1. Local Public Bus

- Reservation required by 4pm the day before
- Curb-to-curb
- Only community besides Sisters with service outside the UGB (see MAP)
- Monday-Friday, 7am-5:30pm (rides offered before and after hours due to recent grant)

# Current Transit Service, cont.



## 2. Community Connector Shuttles

La Pine-Bend Shuttle (Route 30) = 3 round-trips per day

- Fixed-schedule (no reservation required)
- Connects Wickiup Junction Park & Ride Lot and Deschutes River Woods Baptist Church to the Bend Hub (Hawthorne Station); from there to all other services and communities.

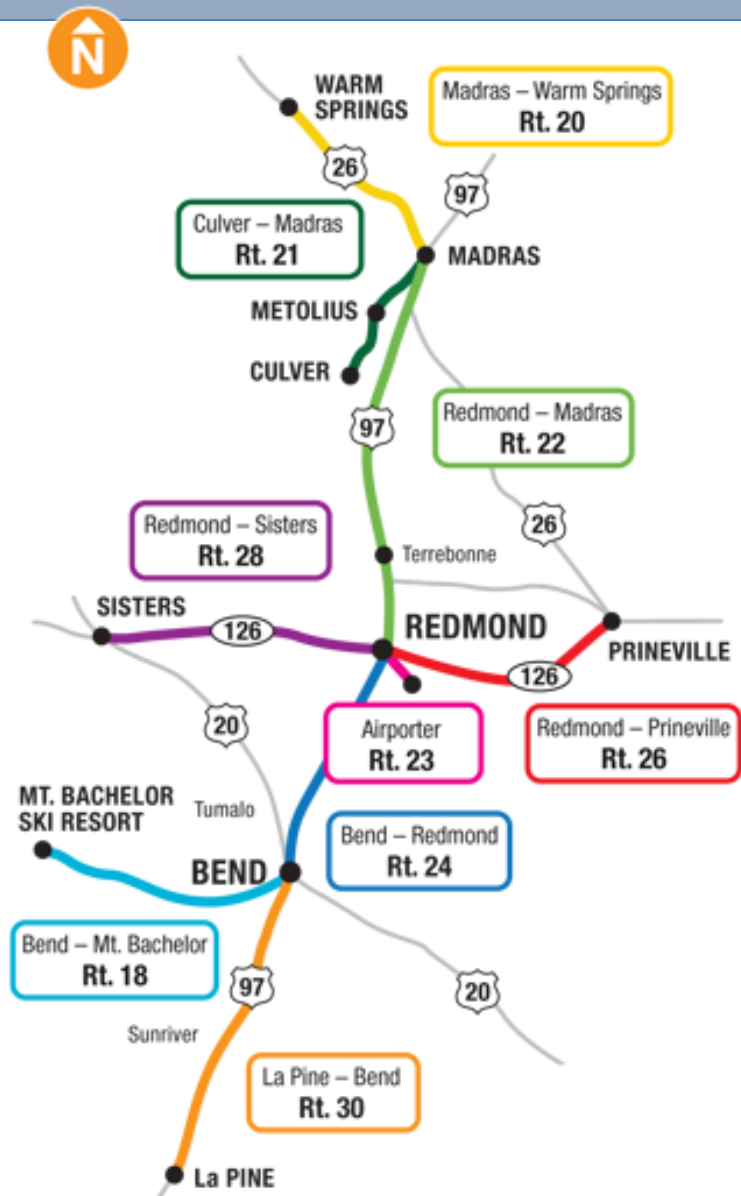
Northbound			Southbound		
Wickiup Jct. Park & Ride	River Woods Baptist Church	Bend	Bend	River Woods Baptist Church	Wickiup Jct. Park & Ride
6:55	7:23	7:35	7:40	-	8:20
8:25	8:53	9:05	-	-	-
-	-	-	3:42	3:54	4:22
4:27	-	5:07	5:20	5:32	6:00

# Why this service...



- COIC cobbled together transit service from a variety of resources, including the previously-existing senior van program
- Understood that La Pine-area residents needed connection to Bend for work and school
- When CET reduced local service areas to the UGB in other communities, kept a broader area in La Pine due to the large number of riders living outside the City.

# Comm. Connector Routes







# Local Service Area and Activity Centers



**CENTRAL OREGON INTERGOVERNMENTAL COUNCIL**  
 Geographic Information Systems  
 This map is for display purposes only. It is not intended for use as a legal or planning document. Data is the most current available from various different sources with varying degrees of accuracy.



EXISTING CONDITIONS  
AND TRANSIT RIDERSHIP  
OVERVIEW

# La Pine Demographics



	City of La Pine	Deschutes County	Oregon	United States
Total Population	1,653	157,733	3,831,074	308,745,538
% Poverty Level	28.7%	10.5%	14%	13.8%
% persons aged 65+	17.8%	15.6%	14.3%	13.3%
% persons age 18-24	17.8%	15.6%	14.3%	13.3%
% persons w/ disability	NA	12.8%	13.4%	12.0%
% persons under driving age	19%	20.4%	20%	21.2%
% of households without a vehicle available	19%	20.4%	20%	21.2%

Source: U.S. Census Bureau, American Community Survey, 2006-2010 5-Year Estimates

Means of Transportation	City of La Pine	Deschutes County	Oregon	United States
Drove Alone	70.3%	77.9%	71.9%	76%
Carpooled	10.1%	9.2%	10.8%	10.4%
Public Transportation	2.3%	.7%	4.2%	4.9%
Bicycle	3.5%	1.4%	2.1%	.5%
Walked	10.1%	2.4%	3.9%	2.8%
Other means (includes motorcycle)	2.7%	.9%	1%	1.2%
Worked at Home	1%	7.6%	6.1%	4.1%

Source: U.S. Census Bureau, American Community Survey, 2006-2010 5-Year Estimates

# La Pine: Commuting Behavior



## Current Intercity Commuting Behavior - Census

### Live in La Pine, Work In...

Bend	70
La Pine	25
Three Rivers	20

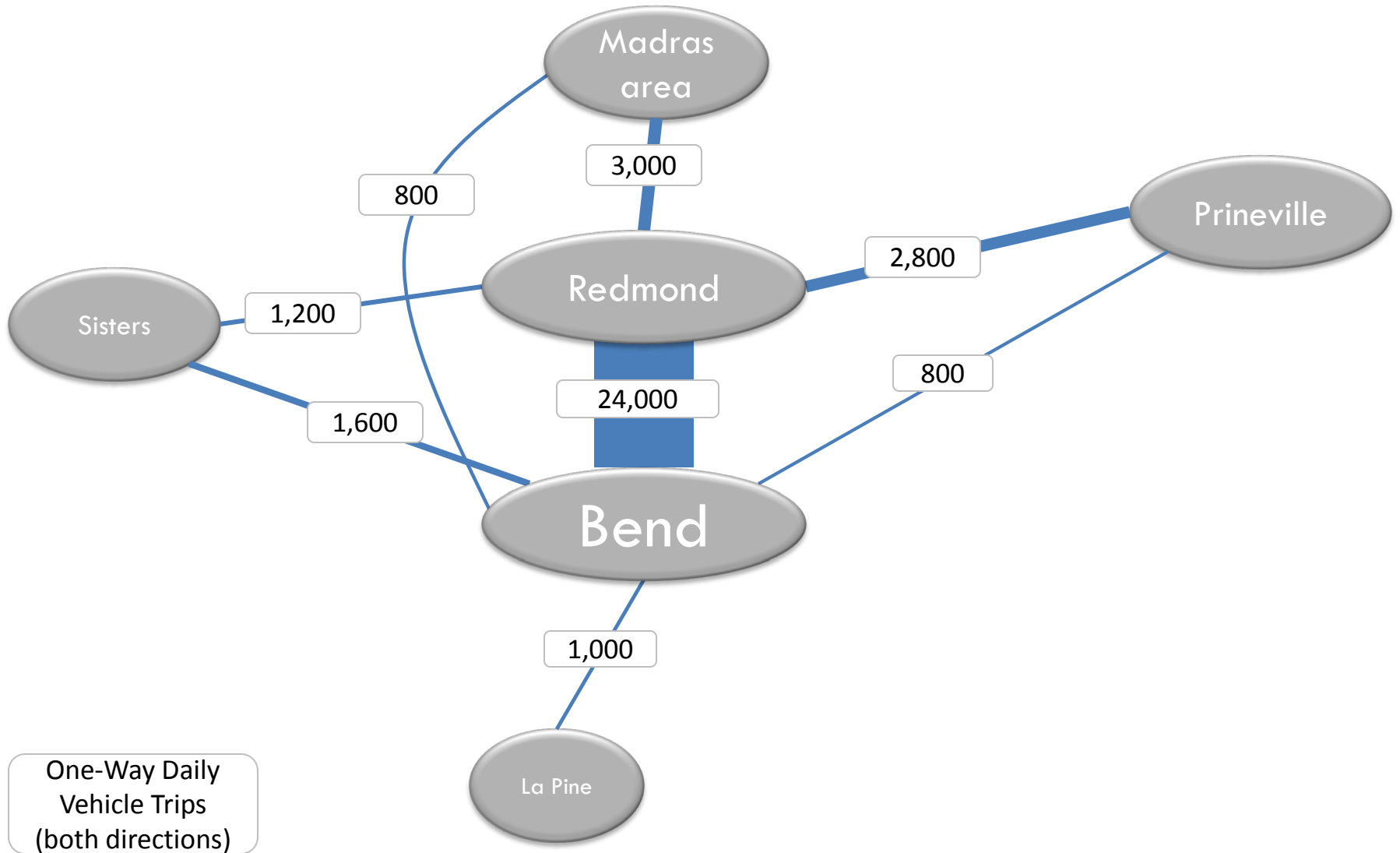
Source: U.S. Census Bureau, LEHD, OnTheMap 2010

### Work in La Pine, Live In...

Bend	256
Three Rivers	39
Deschutes River Woods	28

Source: U.S. Census Bureau, LEHD, OnTheMap 2010

# Total Travel Demand: 2030



# Planning documents: transit references



## - 2010 La Pine Comp Plan -

- Consider transportation facilities and resources to determine acceptable development and land use
- Use modern planning techniques to determine need for and location of new transportation services

## - 2012 Deschutes County TSP -

- Development of a region wide transit system has been critical
- Improving rural mobility is very important for Deschutes County

## - 2012 Southern Deschutes County Plan -

- Goal: Expand transportation options especially for:
  - residents living in Sunriver, La Pine and outlying rural neighborhoods
  - persons with disabilities and/or medical needs
- Expanding public transit opportunities is an identified issue
- Include user groups in planning discussions

# Onboard Surveys – Local Bus



What is your most important improvement priority?	
Same day rides	12
Saturday	1
Fixed-route service	0
Later evening	0
Sunday	1
Expanded service area	1
No reservations required	2
Earlier morning	0
Other	1
None – service meets my needs	0

N=22

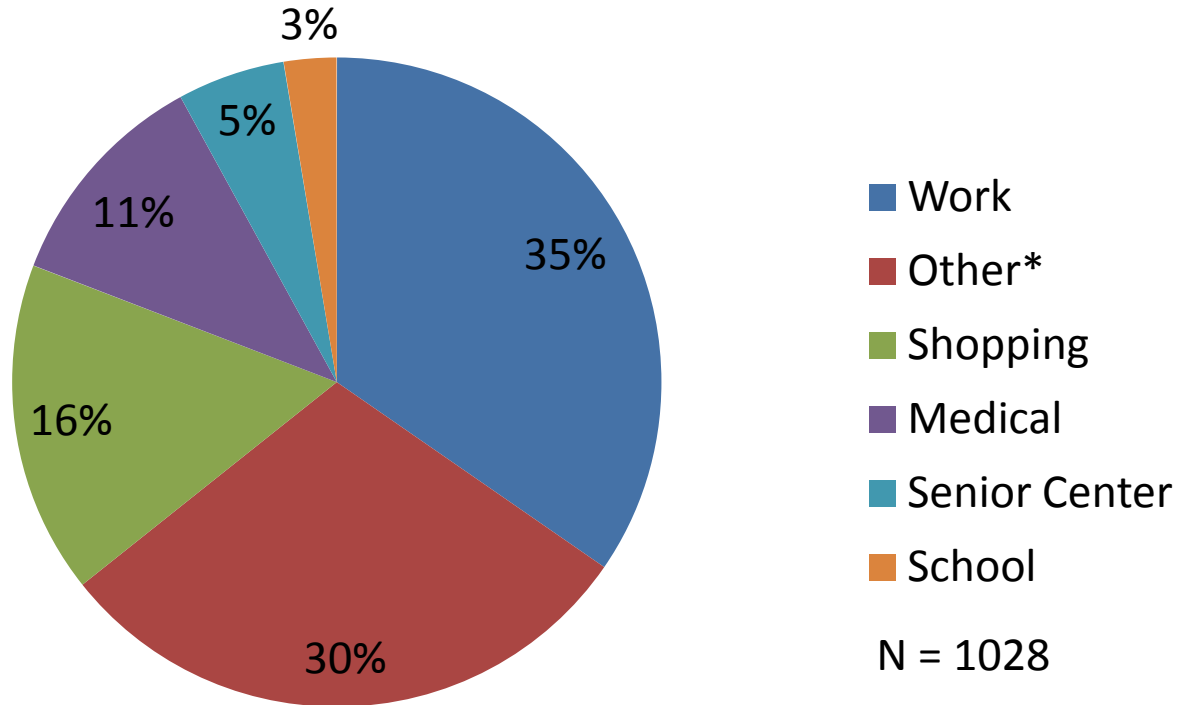
Would you use fixed-route bus service in your community?	
Yes	7
No	8
Maybe	5

How would you have made this trip if CET service was not available?	
Would not have made this trip	10
Would drive myself	1
Someone would drive me	7
Walk	2
Bicycle	1
Other	1

# Ride Purpose Comparison



## La Pine Local Public Bus Trip Purpose, Jan 2013



\*Mostly connections to the Community Connector shuttle, which are nearly all work and school Trips





# Public Meeting Survey Results

October 9, 2012 – Senior and Public Meeting Survey Results

N= 22

## Should La Pine have some form of transit service?

Yes	22
No	0

## How should transit be paid for? (Choose up to 2)

Maintain current funding profile	3
Increase fares	13
Increase City General Fund outlay	6
Property Tax Measure	9
Payroll Tax Measure	0
Pass a City Transit Utility Fee	8
Other: Business Contributions (suggested by a community member)*	2



# Public Meeting Survey Results (cont.)

October 9, 2012

## What additional service would you like in La Pine? (Choose up to 2)

Switch local (in-town) service to fixed route (no reservation required)	9
Additional evening hours to local in-town service	3
Add morning hours to local in-town service	3
Add La Pine-Bend Community Connector Runs	8
Add La Pine-Bend Community Connector Stops	6
Add weekend service to local Dial-A-Ride	3
Add weekend service to Community Connector	7



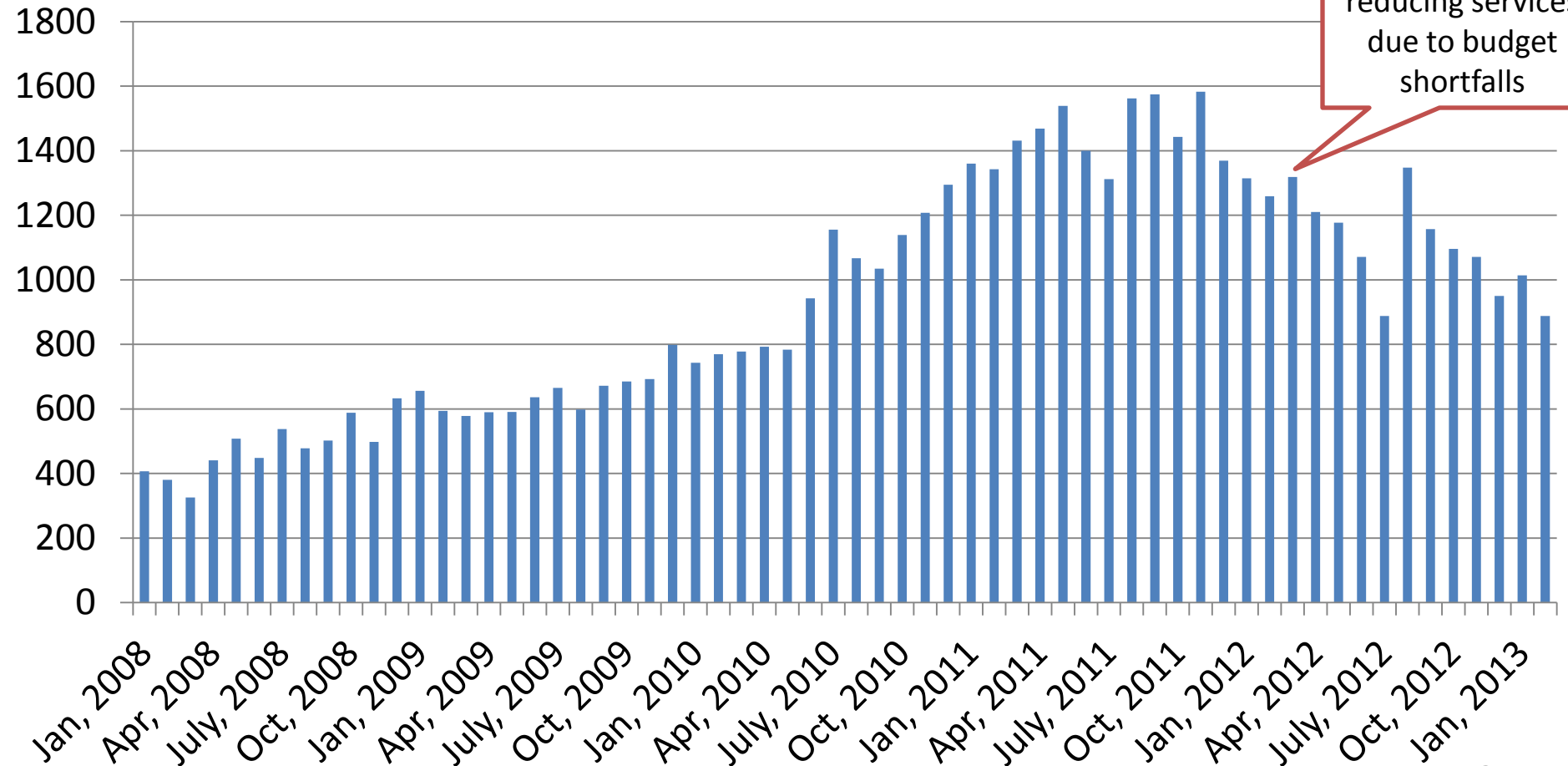
- Transit is highly valued in the La Pine area, for a very rural environment.
- Meeting attendees desired the opportunity for more community input into service change decisions
- As of 2012, the City feels that its revenues are insufficient to support CET, especially for an expanded service area outside of City limits
- Community partnerships and organizations are the best way to gain support and funding for CET

# Ridership Trends, Local, La Pine



## La Pine Local Public Bus Rides, Jan 2008-Feb 2013

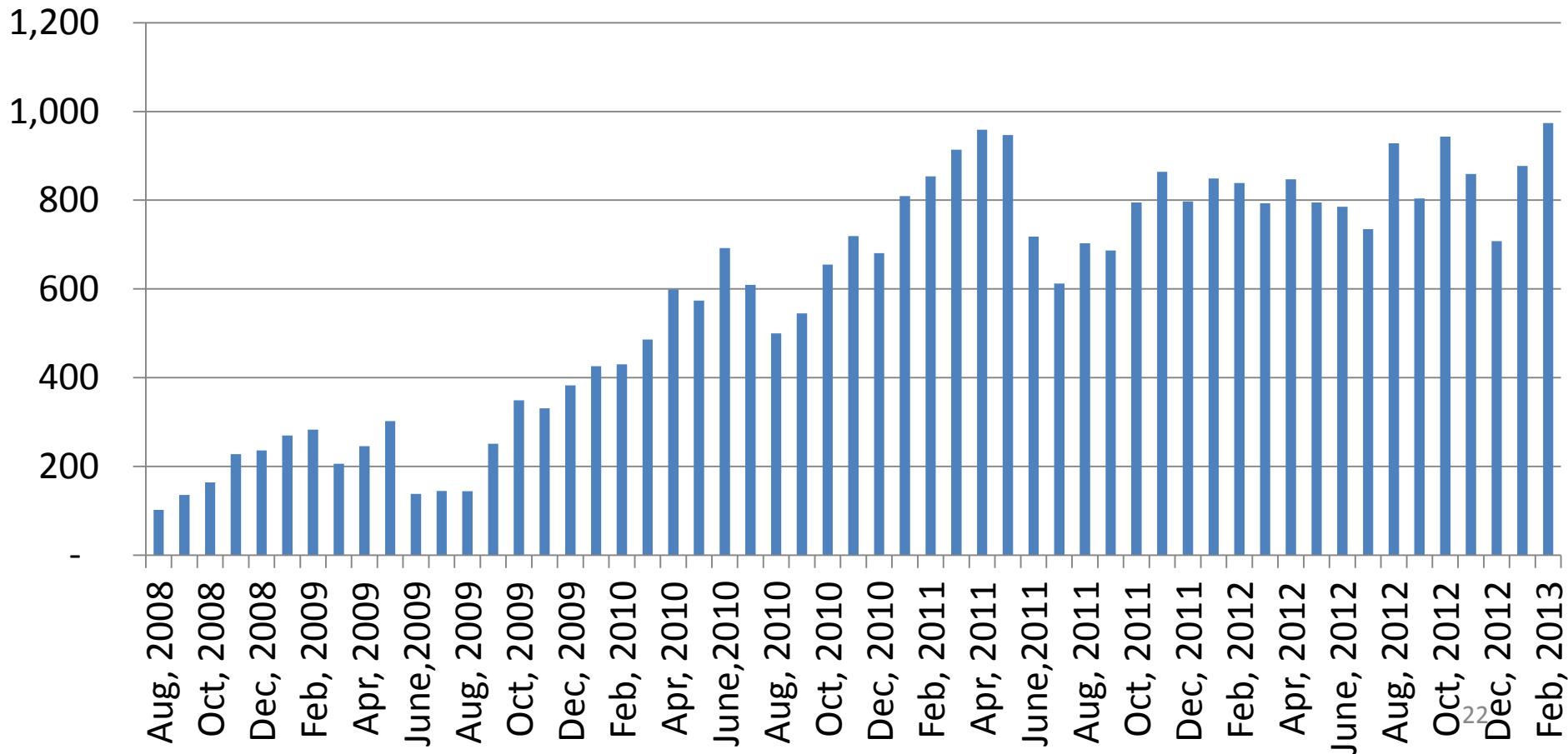
CET began reducing services due to budget shortfalls



# Ridership Trends, CC shuttle



## La Pine-Bend Community Connector Trips (Aug 2008-Feb 2013)



# Existing Service Review



- Most regional shuttles experiencing increasing ridership
  - La Pine-Bend ridership is the 4<sup>th</sup>-highest of the 6 in the system.
  - As with rest of region, >75% is for work and school
- Local public bus use was increasing through 2012, then began declining due to elimination of same-day rides and cuts to service area.

LA PINE SERVICE PLAN:  
PROPOSAL/DISCUSSION

# Key Findings: Region-wide



- **Value of a Regionally Integrated System**
  - One fare structure, brand, dispatch, connectivity, coordination, etc. (operational and customer benefits)
  - Dispersed activity and employment centers
- **Role of Transit in Central Oregon**
  - Community values serving those without transportation options.
  - Improvements should benefit all riders, but also attract choice/new riders (e.g., ease/convenience/dependability, same-day rides, fixed-route in Redmond)
  - Transit also has other benefits related to economic development and the environment
- **Appropriate Service Types**
  - Local service connected by Community Connectors is a good model
  - Limited stops on CC shuttles could expand choices (and still meet the needs of intercity passengers)
  - Fixed-route in Redmond is feasible in the mid-term (3-10 years)
  - Prineville and Madras flex- or fixed-route in the mid-to long-term
  - Local demand response effectively serving other communities
- **Transit Amenities and Access**
  - Vehicles are mostly in good or excellent condition, but amenities in some places are lacking (e.g., Redmond Library)





- Based on COIC’s vision for transportation programs and service principles for new or existing service:
  - Focus on highest demand
  - Prioritize services that have high community/ridership support
  - Maximize ride logistics and efficiency
  - Maintain the “regionality” of the system
- Proposed Vision:
  - *Provide safe, efficient, reliable and cost-effective regional transit connections within and between the urban growth boundaries of all communities in Central Oregon.*

# DRAFT Goals and Objectives



- **Goal 1:** Ensure transit service is safe, efficient and reliable
- **Goal 2:** Provide effective and easy-to-use service for CET riders
- **Goal 3:** Strive for financial sustainability that reflects community priorities and values
- **Goal 4:** Increase the visibility and elevate the image of transit in Central Oregon
- **Goal 5:** Provide appropriate service levels and types for CET ridership markets
- **Goal 6:** Coordinate regional services with other local or intercity transit providers
- **Goal 7:** Advocate for transit-supportive development practices.

# Service Development and Funding



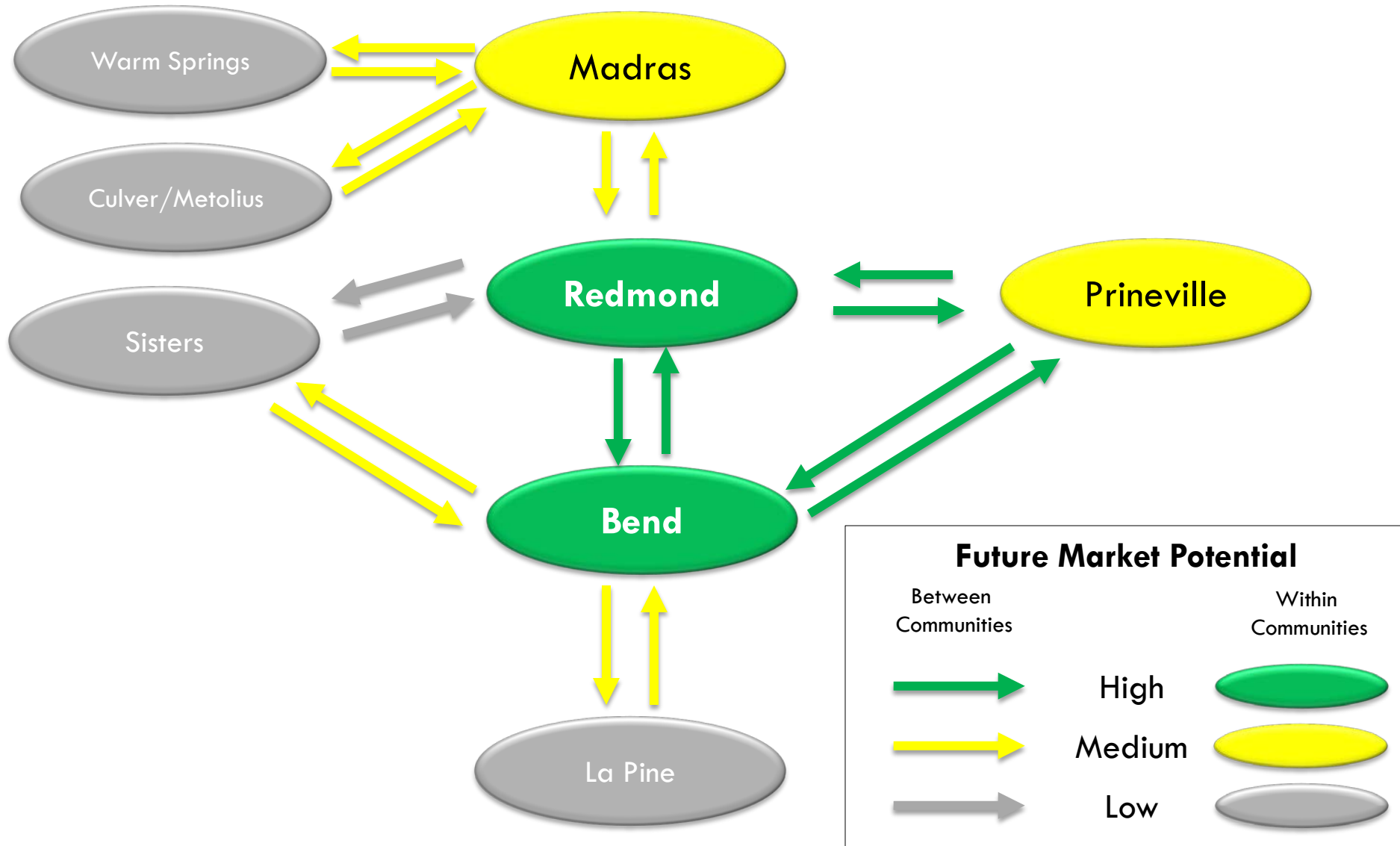
- CET was able to cobble together service across the region using start-up funds.
  - Unlike other areas, where local funds sustain transit and are augmented by grants.
  - Enabled CET to experiment with services, figure out what would work.
- Now time to transition to sustainable funding package
  - Start-up funds must be replaced by local funds.
  - State/federal grant sources being fully-utilized (no additional funding from those sources)

# Service Plan Outline



- **Short-Term (1-3 Years):** Service restructuring as required to stay within expected revenue until sustainable local funding base can be established
- **Mid-Term (3-10 Years):** Preferred regional/local network developed based on existing local demand/priorities. Includes fixed-route in Redmond and additional CC shuttle runs.
- **Long-Term Concept (10+ Years):** Enhancements to local services and CC shuttles. Provide an answer to the question “Where is this going?”

# Transit Demand Estimates: Future Market Potential



# Short Term Service Plan (1-3 Years)



- No change to Community Connector service
- No change to local service

# Short Term (1-3 Years) Budget



## Cost of Existing Services in La Pine

<b>La Pine-Bend Shuttle - Annual Costs</b>			
1848.75	Service Hours + 1 hour pre-trip/fuel		
\$70.08	CET cost/hour		
\$129,560.40	Total Cost for Shuttle		
<b>Local Service - Annual Costs</b>			
2932.5	Service Hours		
\$70.08	CET cost/hour		
\$205,509.60	Total Cost for Local Service		
\$335,070.00	Grand Total for Current Services		
\$345,122.10	Assume 3% increase for FY 2013-14		
<b>Revenue Breakdown</b>			
10%	fares		
58%	grants		
10.50%	STF		
21.50%	Local %		
\$74,201.25	Local \$ amount		

# Midterm Service Plan (3-10 years)



## **MENU OF POTENTIAL IMPROVEMENTS:**

### **Community Connector**

- Add two AM and two PM round trips
  - Extend service until 8pm
- Add 1 midday round trip
- Add Saturday Service (2 round trips)
- Add CC Shuttle Stops to reduce need to transfer to local bus/enhance connectivity

### **Local**

- Extend service to 8pm weekdays
- Limited Saturday service
- Coordinated with Community Connector

### **Ideas/Feedback?**



# Mid-term (3-10 Years) Budget



<b>La Pine-Bend Shuttle - Additional cost for 5 RTs</b>								
1848.75	Add 5 round-trips							
\$ 70.08	CET cost/hour			<b>Additional cost for Saturday Local service</b>				
\$ 129,560.40	Additional cost for shuttle			<i>Assume 9am to 3pm</i>				
				364	Service hours			
<b>Additional cost for 2 Saturday RTs on Shuttle</b>				\$70.08	CET cost/hour			
234	Service hours			\$25,509.12	Additional cost for Saturday serv.			
\$70.08	CET cost/hour							
\$16,398.72	Additional cost for Sat. CC service							
				\$ 234,365.04	Grand total for additional Services (2013 dollars)			
<b>Additional Costs to extend Local service to 8pm</b>				\$ 35,154.76	Remove 15% fares (target for farebox recovery)			
<i>Assume 7am - 8 pm; net 2.5 hours/day increase</i>				\$ 199,210.28	Remaining local funding required to			
897.5	Additional Service Hours over current				expand all services			
\$70.08	CET cost/hour (2013)							
\$62,896.80	Additional cost for M-F local service							

# Long Term Concept (10+ years)



## Community Connector

- Add an additional midday trip (2 total)
- Add Sunday service (2 round-trips)

## Local

- No Changes from Midterm service
- No anticipated fixed route (insufficient population, pop density, employment density)



## TRANSIT FUNDING OPTIONS

# “Augmenting” Funding



- Some funding options *augment* transit, but don't sustain backbone service:
  - Bus advertising
  - Group pass programs (can be used as match)
  - Public-private partnerships (in some cases, can sustain specific elements of service)
  - Fund raising
  - Raise Fares
    - Can reduce ridership above certain levels
    - Can't be used as match

# Funding Options

## (Local funding options used in OR)



Funding Option	Description	Advantages to Transit	Who pays?	Who decides?	Comments
Maintain Reliance on General Fund	Continue relying on City funding		Taxpayers	City, County	
Property Tax Measure (Hood River, Tillamook, Klamath Falls)	Levy new property tax	Grows as community grows	Property owners	Voters within selected geography	Requires dev. of transit district; elected Directors.
Payroll Tax Measure (Eugene, Salem)	Levy new payroll tax	Grows as employment grows	Employers	Voters within selected geography	Requires dev. Of transit district; elected Directors.
Transit Utility Fee (Corvallis)	A levy to all utility accounts	Easy to apply, distributes burden widely	Owners and renters	City Council action	
Local Sales Tax (Ashland)		Locals & non-locals share cost	Anyone buying goods/ services	Voters	
Other??					38



MORE INFORMATION?

[www.cascadeseasttransit.com](http://www.cascadeseasttransit.com)

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