



HB 4078 – Rural and Small Urban Transit Expansion Fund

HB 4078 will:

- Provide up to \$1.2M per year for CET Bend transit, and \$600K per year for the CET rural system that serves the remainder of the region
- Establish a stable base of funding for CET, and ensure full match for federal grants
- Ensure an equitable sharing of transit costs among federal, state, local and users (rider fares)
- Improve transit access to jobs, health care, school, housing, and workforce training opportunities

Cascades East Transit (CET) background:

CET is Central Oregon’s public transit system, with 10 local fixed routes in Bend and transit services within and between the seven other Central Oregon cities and the Confederated Tribes of Warm Springs.

CET serves seniors, people with disabilities, students, and those that have no other transportation options. Increasingly, CET is attracting “choice riders” – those that choose to ride transit for convenience or cost savings. The most frequent destinations are work and school. Spurred by the region’s growing housing-jobs imbalance, CET’s fastest growing ridership is on the Community Connector shuttle system.

CET strongly supports HB 4078 because:

- Central Oregon’s rapid growth has led to businesses, governments, partners, and riders demanding more transit links to housing, jobs, health care, schools and other destinations.
- CET’s broad local funding mix - city and county general funds, St. Charles Health Systems, OSU Cascades, Central Oregon Community College, and others – lacks stability, which limits CET’s ability to adapt service to changing regional needs.
- Transportation Enhancement Funds will stabilize service and allow expansion to meet highest priorities for transit mobility.

What the Transit Expansion Fund will do:

Consistent with the Bend Transit Master Plan and the Regional Transit Master Plan, new and expanded services under consideration include:

- Bend transit service - later weekday hours, added weekend hours, new service linking jobs and housing.
- Community Connector shuttle system - new community connections, added bus stops, and later hours for better access to jobs, health care, housing, and school.
- Rural local service - transition from appointment-based service to flex route service in La Pine, Madras, Prineville and Redmond, providing convenient service, additional capacity, and lower per-ride costs.
- Buses, bus stop shelters, ADA accessibility improvements, and other capital needs to improve system reliability, efficiency, and convenience for riders.