

Public Transportation

Take Care of the System That We Have

Critical Investments in the areas of:

- Vehicle Replacement:
 - Standard buses for the fixed route bus fleet.....\$24.5 million/year
 - Smaller vehicles that provide services for senior citizens and people with disabilities\$7 million/year
- Maintain Special Transportation Service LevelsAdd \$1.8 million each year

Make The System Work Better

Critical Investments in the areas of:

- Innovative Approaches / Best Practices.....\$5 million
- Signal Priority\$1 million/year

Improve Safety

Critical Investments in the areas of:

- Sidewalks and Bus Stop Improvements.....\$1.5 million/year

Increase Capacity

Critical Investments in the areas of:

- Additional High Capacity Transit..... not estimated
- Additional Special Needs Transportation Service to Meet Demands of Aging Baby Boomers\$7.3 million per year
- Improved Connectivity Between Cities and Towns not estimated

Available Resources:

- Oregon Transportation Plan Update
- The Portland Regional Transportation Plan (RTP)
- The TriMet Transit Investment Plan
- The Region 2040 Framework Plan
- 2003 Status and Condition of the Statewide Transit Fleet
- Public Transit Division vehicle inventories
- Tri-County Elderly and Disabled Transportation Plan (May 2006)
- Recommendations on the Future of Long Term Care in Oregon May 2006, Department of Human Services
- Other Districts' Long Range Plans

Public Transportation

Background

There are more than 230 public transportation providers in Oregon, including large metro area transit districts, transportation districts, cities, counties, private non-profit organizations, and for-profit companies, such as privately owned intercity bus and taxi cabs.

Regional transit districts, cities, counties, non-profit organizations, and private for-profit intercity bus operators provide public transportation services in Oregon. The transportation providers operate more than 1,700 vehicles. They provided over 120 million passenger trips in 2002-2003.

- Fixed route services use about 1,000 vehicles each year.
- Paratransit services use about 700 vehicles each year.

Public transportation services vary significantly between Oregon's urban centers, small cities, and rural areas. The large metro area public transportation operators provide the majority of service, light rail, fixed route bus, transportation demand management, such as carpool and vanpool, and demand response to meet special needs. Smaller cities and rural areas are served by community based services whose main focus is to provide mobility options for those who cannot drive, typically through local bus, van and dial-a-ride services.

The Oregon Transportation Plan is the state's long-range multimodal transportation plan. It is an overarching policy document that focuses on state, local and public aspects of Oregon's transportation system. Identifying what should be done to maintain and improve the transportation system ("feasible needs") is a major component of the Plan.

The 2006 update of the Plan estimated the difference between the local, state and federal resources that are available and those that would be required to meet "feasible needs." The annual resources for public transportation were estimated to be \$364 million (2004 dollars). Feasible needs were estimated to be \$812 million (2004 dollars)

The investment options described on the attached pages are not intended to represent a plan to meet all feasible needs. They propose improvements in the public transportation system provided additional resources can be identified. They assume that state and local funding for the public transportation system remains in place and continues to be invested as it is today.

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Vehicle Replacement

What is being done today?

The standard (40') buses used by the fixed route operators should be replaced after 12 years of operation. The national bus testing indicates that a 12-year replacement cycle maintains the lowest life-cycle cost of operation. A 12-year replacement cycle is the "standard" used by the Federal Transit Administration.

The smaller buses, cars and vans used to provide demand response services to the general public in rural areas and to senior citizens and people with disabilities. These vehicles should be replaced after four to seven years of operation, depending on the type of vehicle. They are designed for light-duty use.

Oregon transit providers are replacing equipment when they can obtain federal grant funds. They use their local funds for capital purchases when federal matching grants are not available. Transit providers have strengthened maintenance practices to extend vehicle life and to stretch replacement cycles. They generally accept a 15-year replacement cycle for large buses and a seven-year replacement cycle for smaller buses. However, maintenance cannot substitute for timely replacement in keeping life-cycle operating costs at their lowest level.

Why is it important?

Buses that look good and have the latest features are more likely to attract new riders. Clean and maintained equipment is a prerequisite both to positive customer reception and to reliable operations. As equipment ages, it becomes more costly to maintain and may become noisy and more difficult to keep clean and looking good. Eventually, deferred vehicle replacement reduces the reliability and quality of service to the public. The public will not ride buses that are perceived to be in poor condition.

The deferred vehicle replacement results in higher cost of operation. Oregon statistics show that:

- Older buses break down on the road much more often than newer buses. Eight-year-old buses required service on the road 32 percent more often than one-year-old buses.
- By the 15th year of operation, an hour of bus repair is required 38 percent more frequently than in the first year.
- Technology changes over time and it becomes more difficult to find replacement parts after eight years.

What happens if the investment is not made?

The Oregon bus fleet will continue to age. Transit operators will trim resources from service expansion plans or will reduce service to meet the higher cost of maintaining older equipment in good repair. Transit ridership will decline if equipment is unreliable or uncomfortable. Obsolescence will eventually force the retirement of buses and, ultimately, reductions in service.

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How much does the investment cost?

The state's transit community views support for vehicle replacement as being the highest priority for state assistance.

An investment of \$31.5 million per year would halt the aging and deterioration of the fleet:

- Large Bus Replacement – About \$24.5 million per year to replace one-fifteenth of the large bus fleet (70 vehicles at \$350,000 each).
- Small vehicle replacement – About \$7 million per year would replace vehicles used in special transportation service on the appropriate replacement cycle (about 100 vehicles per year at an average of \$70,000 each).

A 2003 Oregon Transit Association study indicated that it would be necessary to replace about 249 buses to return Oregon fixed route bus fleet to a 15-year average age (about \$87 million at \$350,000 each). According to the same study, it would be necessary to replace about 167 vehicles (about \$11.7 million at \$70,000) to return the fleet of smaller vehicles used to provide special transportation service.

The Oregon Transportation Plan indicated \$25.7 million in 2004 vehicle replacement spending (the OTP's base year). Federal and state funds earmarked or planned for vehicle replacements in the near term total about \$10 million per year.

The level of investment (\$31.5 million per year) would need to be sustained to meet vehicle replacement cycles. State and federal financial assistance is almost sufficient to maintain the replacement cycle for the small vehicles used for special transportation service.

Maintain Special Transportation Service Levels

What is being done today?

Transportation service tailored to meet the needs of senior citizens and people with disabilities is available statewide. In urban areas, special transportation service supplements fixed route bus service and is required by the federal regulations that implement the Americans with Disabilities Act (ADA). In many rural areas, service for seniors and people with disabilities is provided by the public transportation operators. In a few communities, the only form of public transportation service available is service for seniors and people with disabilities.

Collectively, Oregon's public transportation agencies offered 19.7 million miles of special transportation service during fiscal year 2005. Each mile of service costs about \$3.00, and the average cost per ride is close to \$20.00.

These services are financed by the local public transit agencies, supplemented by federal funds and the state of Oregon's Elderly and Disabled Special Transportation Fund.

The Special Transportation Fund is a long-standing state commitment to support transportation services for seniors and people with disabilities. The commitment began in 1985 with the revenue from a penny of cigarette tax. While the level of assistance from the Special

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Transportation Fund has grown, it has not kept pace with the rapidly rising demand for special transportation service.

Why is it important?

Important aspects of the design and service standards for special transportation service offered by the fixed route systems are set by federal Americans with Disabilities Act (ADA) regulations. The special transportation service is more costly to operate than fixed route service on a per-passenger basis because the special service is tailored to passengers' needs. Further, there is need for special transportation service well beyond the curb-to-curb requirements of the federal law.

What happens if the investment is not made?

The amount of public transportation service available will decline in the face of the increasing cost of providing those services. The large urban transit systems may shift resources from services to the general public to those that meet special needs because of the ADA mandate. In rural areas, public transportation providers may reduce the level of service to balance resources with the increasing cost of providing service.

The revenues for the Special Transportation Fund are relatively stable. Cigarette tax revenue is stable, as the declining percentage of people who smoke is balanced by population growth. Revenue from ID cards is increasing slowly as the number of people who do not have driver licenses increases. However, Special Transportation Fund resources are declining on a per-capita basis because population growth is outpacing the growth in the Fund.

How much does the investment cost?

Even a moderate 3.1 percent rate of inflation increases the cost of operating special transportation services by about nine cents per year. If each mile of service costs \$3.00 this year, it will cost \$3.09 next year and \$3.19 the year after that. The cumulative effect is that Oregon's special transportation operators need an additional \$1.8 million each year to merely maintain the level of service.

Public Transportation

Make the System Work Better

Innovative Approaches / Best Practices in Elderly and Disabled Transportation

What we do

Typically, public transportation operators in urban areas offer two types of service – fixed route service (bus and rail) and paratransit service for those who cannot use fixed route service. In rural areas, transportation operators usually offer demand responsive service for the general public, including seniors and people with disabilities.

Urban public transportation operators are experimenting with a variety of service designs and techniques to increase the cost effectiveness of special needs transportation service and to build a bridge between paratransit and fixed route services. Examples include travel training, consumer education, shopper shuttles and paratransit feeder service, suburban shuttles, travel hosts, travel buddies, deviated fixed route services, community-based transportation services such as privately operated accessible vans, rideboards, volunteer exchanges, web-based customer information, and coordinating rides between programs such as MTP brokerages and paratransit. All of these options and more are listed and supported in the Tri-County Elderly and Disabled Transportation Plan (2006) and in the E-Z Access program developed at Lane Transit District.

Rural public transportation operators are also experimenting with service strategies designed to increase access and to serve more people in a cost effective manner. This includes using new technology, consumer education, service and resource coordination, and innovative evening and weekend services.

Why it is important

Complementary paratransit is a civil right. Transit agencies must meet the demand for service. Yet, ADA complementary paratransit rides cost 10 times as much as fixed route rides. Many customers of paratransit services are frail elderly. Given the aging of the population, the resulting increased demand for paratransit will likely result in financial crises that put the state's fixed route transit systems in jeopardy. Yet, for every senior or person with a disability and uses complementary paratransit, there are 10 seniors or people with disabilities who use fixed route services.

The goal of innovation/best practices is to offer a range of services that match individual abilities and support customer independence and convenience, but also promote fixed route and other lower-cost options as the best use of scarce transportation resources. Experimental service, whether newly developed or adapted from another community, requires resources and evaluation.

Cost-effective solutions are critical to responding effectively to the demographic crisis that transit agencies, social service agencies and private non-profit providers of care for seniors and people with disabilities are facing.

Curb-to-curb paratransit is a lifeline for elders and people with disabilities throughout the state. The state Department of Human Services and its many county programs for seniors and people with disabilities rely on door-to-door public transit services to enable them to remain active, able to remain in their homes, thus reducing the state's cost of care. The continued availability of

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curb-to-curb paratransit is assumed in the state's recommendations on long-term care. Yet, transit agencies are facing the same financial crisis that the state is facing with long-term care.

Impact if under-funded:

If growth in complementary ADA paratransit services continues at the rates of the recent past, soon neither today's levels of fixed route bus and rail service nor door-to-door paratransit services will be affordable. Given the aging of the population, the problem will be more acute ten years in the future. Reducing the level of fixed route service to pay for additional paratransit service may result in a downward spiral in service levels as people who could use fixed route service shift to more expensive paratransit service.

Using TriMet as an example, if LIFT ridership grows 3 percent per year the additional cost to TriMet by 2014 is \$11.0 million a year. If LIFT ridership grows 4.5 percent per year, the additional cost to TriMet by 2014 is \$15.6 million a year. The \$5 million a year difference could be invested in fixed route accessible service. TriMet is projecting LIFT ridership growth of 4.5 percent per year. If, however, LIFT ridership growth is 6 percent instead of 4.5 percent, the additional cost by 2014 is \$21 million (operating costs only) and \$6 million of fixed route service will have to be cut (6 percent of service).

If the region could stem the growth of LIFT demand with innovative low cost services for elderly and people with disabilities, the difference could be invested in fixed route accessible service, community based services for elderly and people with disabilities, community shuttles, more frequent fixed route bus service, service to areas not served, more and better areas for customers to wait.

How much does it cost?

To begin, an additional \$5 million per year would provide statewide funding for new innovative transportation services for elderly and people with disabilities. This funding amount would need to be in addition to fully funding the current Special Transportation Fund program.

A foundation of innovative services will help stem the growth of expensive curb-to-curb complementary paratransit services. This will help transit agencies get out in front of the coming demographic shift by funding the types of programs that are included in the Tri-County Elderly and Disabled Transportation Plan (2006).

Public Transportation

Make the System Work Better

Signal Priority

What we do

Oregon road authorities (ODOT, cities and counties) use 3M's Opticom signal priority system to control traffic lights. The Opticom system allows managers to set and time signals so that traffic flows smoothly. The Opticom controllers also have the ability to extend the green light phase or to shorten the red light phase on a traffic signal in response to signals received from authorized vehicles, like buses.

In partnership with the City of Portland, TriMet is making use of the City's expanded Opticom system at 290 intersections to help keep buses on time and to stem the erosion of bus schedules and associated bus fleet requirements due to congestion. TriMet has leveraged this resource with other service frequency improvements, new bus stop amenities, customer information and targeted sidewalk and crosswalk improvements to produce dramatic increases in bus transit ridership on "Frequent Service" routes.

Signal priority is also a key strategy in implementing Bus Rapid Transit (BRT) in Eugene and Springfield. In addition to its BRT routes, Lane Transit District intends to use signal priority at key intersections on major arterials throughout its system, beginning with a partnership with the city of Eugene.

Why it is important

Buses operate in traffic. Customer research shows that frequency and reliability are at the top of the list of factors that influence the decision to use transit. When a bus is falling behind schedule, a transit signal priority (TSP) system tips the traffic signal cycles in favor of the bus until it is back on schedule – generally by holding a green cycle a few seconds longer – to allow a bus to clear the intersection. This minor adjustment is transparent to other motorists, but keeps the transit system efficient and riders happy. TSP technology is combined with other strategically executed strategies such as curb extensions, intersection queue jump lanes, and the respacing of bus stops to expedite service reliability and to reduce operating costs.

Impact if under-funded

TriMet has found that TSP technology in combination with other service improvements can improve service reliability, reduce operating costs, and attract riders. These benefits cannot be realized in corridors outside the city of Portland or the BRT corridor without additional resources to make the improvements.

How much does it cost?

The cost to equip each bus with TSP was \$1,645 in 1998. The cost for each intersection was \$12,000 (based on a program that includes 290 installations) and the overall bus dispatch and related systems cost was \$1,000,000. The cost for the full program with the City of Portland (290 intersections and 775 buses) was \$4 million. For TriMet, the system is already in place and the focus could be on additional intersection installations outside of the City of Portland. For new applications to other transit districts, some of these same startup costs would apply. The above unit costs would have to be updated for inflation and technology changes. Lane Transit District estimates the cost to be \$100,000 to \$150,000 per intersection.

Public Transportation

Improve Safety

Sidewalks and Bus Stop Improvements

What we do

Ability to walk to a bus stop safely is key to using fixed route bus service – every transit user is a pedestrian. Walking is the most basic, human form of transportation. It is also aerobic exercise that can improve functions such as planning and task coordination, according to the AARP.

Sidewalks are a fundamental part of the urban and suburban road system. They are generally constructed to widely accepted standards and Americans with Disabilities Act (ADA) requirements as new roads are built. The existing road and street infrastructure, however, is often deficient in this respect and improvements are generally not made until an adjacent property redevelops or until there is a major reconstruction of the roadway.

The state and cities are beginning to address the need for pedestrian improvements. For example, TriMet and Metro have prepared a comprehensive mapping of the pedestrian network and have worked with ODOT to examine the safety of intersections along three “case study” corridors.

Why it is important

The pedestrian infrastructure is the greatest barrier to transit use. The lack of sidewalks, unsafe shoulders, widely spaced signalized intersections, the lack of crosswalks and pedestrian signal phases are all significant barriers for getting to or from the bus stop. For a person with disabilities even a short gap in the sidewalk or the lack of an intersection curb ramp can be an all-or-nothing barrier for accessing transit.

Priorities for improvements to the pedestrian infrastructure are often in conflict with objectives such as the most efficient movement of traffic. Wide intersections, the lack of pedestrian refuges, short signal cycles and sidewalks that are compromised by driveways and interchange ramps are some of the challenges.

Our significant investment in transit service is wasted if it cannot be accessed by the community. Short trips that might be made by walking are also thwarted by unsafe or incomplete sidewalk and crosswalk connections and require reliance on the automobile. These deficiencies often are neglected until there is an accident or fatality involving a pedestrian.

Impact if under-funded

The state and the regions have made significant investments in public transit systems. The bus transit system relies on major travel corridors to provide direct connections among regional centers.

The consequences of deferring needed pedestrian related improvements means the full potential of the transit investment will not be realized, and more trips will be auto-dependent. Unsafe conditions, of course, increase the risk of tragic conflicts between pedestrians and traffic. The risk is greatest for transit-dependent populations.

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Improve Safety

How much does it cost?

An investment of \$1.5 million per year would begin a sustained program of improvement of pedestrian facilities and crosswalks. This would be in addition to pedestrian improvements that are components of highway, road and street programs.

It should be noted that the cost of pedestrian improvements is highly variable and site specific. The cost of sidewalks will depend on the width, existence of curbs, drainage requirements and topography. Also, while investment in pedestrian facilities supports public transportation and it is included here, road authorities are responsible for sidewalks, crosswalks, etc. adjacent to streets, roads and highways.

Public Transportation Increase Capacity

Additional High Capacity Transit

What we do

High capacity transit in the Portland region has taken the form of light rail or the MAX. “Bus Rapid Transit,” such as being developed in Lane County and Portland, is another form of high capacity transit. Streetcar service can sometimes be placed in this category, but its local service focus and slower speeds in mixed traffic tends to leave it out of this grouping. Commuter rail is another form of high capacity transit that uses existing freight rail facilities. It is most adaptable to becoming inter-regional in the services it can provide. Some Portland-area high capacity transit projects awaiting construction are:

- The Gateway to Clackamas Regional Center “Green Line” along I-205
- The downtown Portland Mall light rail extension to Portland State University
- The Washington County Commuter Rail (Wilsonville to Beaverton)

Projects in various stages of planning include:

- Portland-to-Milwaukie Light Rail (South Corridor Phase 2)
- Portland-to-Lake Oswego streetcar extension (using streetcar in a more regional application)
- The transit element of the Columbia River Crossing – a bi-state program
- SE Powell / SE Foster bus rapid transit (based on a Phase 1 corridor study)
- SW Barbur Boulevard / SW Pacific Highway high capacity transit (awaiting study)

Other light rail and commuter rail extensions are also in various stages of consideration in the Portland region. High capacity transit is a fundamental element of the Regional Transportation Plan. TriMet with Metro will undertake a comprehensive study of the high capacity transit network and associated priorities as part of the 2008 Regional Transportation Plan update.

The state participates in the development of high capacity transit both through funding and through the joint use of rights of way. The light rail projects in the Portland region use rights of way along freeways for some portion of their alignments. This is a natural evolution because principle corridors are often defined by the state highway system, and high capacity transit seeks to connect principal regional centers – which are generally coincident with the state highways and the freeway system.

The state provided financial assistance for the Banfield light rail project, the initial MAX line, the Westside LRT extension and the Washington County Commuter Rail Project. Lottery bond proceeds provided the state financing for Westside project. The bonds require \$10 million annual debt service payment and will be fully repaid in 2010.

Why it is important

High capacity transit is important for three reasons:

- It provides mobility options for the broad spectrum of society including those who are unable to use the automobile.

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- It provides relief to congested roadways and freeway. A single light rail line, such as the Westside Blue Line, is roughly equivalent to 1.5 freeway lanes with existing ridership with potential to carry the equivalent of 3 lanes of person trips – or the full freeway.
- Like a freeway system, a regional light rail or bus rapid transit network provides attractive and effective mobility choices for residents and can have significant synergistic effects on land uses and life styles. A high capacity transit system, however, has the ability to encourage contracted “transit-oriented” development near light rail stations and the bus routes connecting with the high capacity system. Only transit that is competitive for travel times and comfort will be a real travel option for those travelers who otherwise have an automobile available to them. High capacity transit should also connect with the statewide air, rail and intercity bus networks.

Impact if under-funded

The Portland region has managed through its high capacity transit development program to “grow” transit ridership faster than regional VMT, which no other region in this country has accomplished. Transit can continue to be the most viable option to freeway construction and expansion. It is the key component to developing a balanced transportation system and an urban form that reduces sprawl and the associated infrastructure costs. Added benefits include reduced oil dependency and continued management of the region’s air quality.

Light rail, commuter rail and bus rapid transit are high capacity transit development strategies that accommodate increased service demand.

How much does it cost?

Light rail transit costs vary depending on the characteristics of the alignment – and significant hurdles such as tunnels and bridges. Portland MAX system has been constructed generally for \$60 million / mile. Streetcar can be constructed for close to \$25 million / mile.

Lane Transit District estimates bus rapid transit construction costs to be \$5 - \$6 million per mile, excluding vehicles. The exclusivity of the right of way and the features of the vehicles will be major cost factors for any variation of high capacity transit.

Additional Special Needs Transportation Service to Meet Demands of Aging Baby Boomers

What we do

Transportation service tailored to meet the needs of senior citizens and people with disabilities is available statewide. Investments to support and improve existing special transportation service and required complementary paratransit service are described elsewhere in this report.

Oregon is just a few years away from the beginning of a dramatic demographic shift that has significant implications for costs and services:

- Today, one in ten people are over the age 60. By 2030, one in five people will be over the age of 60.

Public Transportation Increase Capacity

- Between 2005-2030, the growth of people age 60 and older will be 151 percent, while the growth of the general population will be just 37 percent.
- By comparison, between 1990 and 2000, the elderly population grew just one-half percent a year (0.5 percent).

No projections about the number of people with disabilities in future years are currently available from state and regional agencies. However, the incidence of disability increases with age. Today, 16 percent of the regional population has a disability, but 39 percent of the age 65+ population has a disability, according to 2000 census data. This will be magnified as the population ages.

Why is it important?

Oregon transit systems, like many throughout the country, are struggling to meet the demand for complementary paratransit services made by today's population.

The demand for complementary paratransit service will grow rapidly as the population ages. There will be more seniors and more people with disabilities who qualify for complementary paratransit service.

The demand for services, like TriMet's LIFT and Lane Transit's *RideSource*, has grown significantly since 1992 when the Americans with Disabilities Act became a civil rights law. Costs have increased by 11 percent per year, tripling over that time. Over the same time, the population over 65 grew by just half a percent per year.

Impact if under-funded

Complementary curb-to-curb paratransit is a civil right. Transit agencies must meet the demand for this type of service. Complementary paratransit rides cost 8 to 10 times as much as fixed route rides. Many customers of paratransit services are frail elderly.

As the population ages, the increased demand for paratransit will likely result in financial crises that put the fixed route transit service in jeopardy. Yet, for every one person who is elderly or has a disability and uses complementary paratransit, there are 10 seniors or people with disabilities who use fixed route. It is critically important to address this issue now so that both the state's fixed route services and paratransit can be maintained and improved.

How much does it cost?

Paratransit service is growing between 4.5 and 7.5 percent per year. An investment of \$7.3 million annually would provide state funding to meet a 7.5 percent growth rate in paratransit service. This investment would fund growth, but not the current gap that is being provided by the general fund of the fixed route providers.

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Increase Capacity

Improved Connectivity Between Cities and Towns

What We Do

Public and special transportation in both rural and urban areas is designed and developed primarily to serve central communities and the outlying areas surrounding those communities. Intercity bus providers, such as Greyhound (a national carrier) and Central Oregon Breeze (a regional carrier), also provide connections so that people can move between communities to access airports, rail and major communities.

Both employment and essential services have become more centralized in recent decades, causing changes in living and travel patterns. Work trips are longer as are those for essential services, such as medical or shopping. For example, people residing in Milton-Freewater must travel to Walla Walla to see a doctor; people working in Bend seek affordable housing in Redmond, Madras and LaPine.

During the same time, the intercity transportation system also changed. Intercity bus carriers no longer provide the frequency or schedule that supports day trips for services and work trips. For example, Greyhound reduced operations in Oregon to only the I-5 and I-84 corridors in 2004. Although regional providers extended their operations to pick up some of the former Greyhound routes, intercity carriers do not stop at small communities or serve rural areas, except along major highways, as such services are not economically or logistically feasible. In addition, intercity carriers are not required to operate vehicles meeting the accessibility requirements of the ADA unless a request for such service is made at least 48 hours prior to the planned trip.

Why it is important

Regional transportation services that complement community-based transportation and intercity service is increasingly needed in many rural communities and communities surrounding urban areas. People, especially seniors, people with low income and people with disabilities need to have accessible, affordable, regularly scheduled regional services to commute to work, obtain health care, and go shopping and the like.

Regional transportation services can “feed” passengers to the intercity carriers and to passenger rail services, enabling travel beyond the region. Lastly, regional public transit services must use equipment that meets the requirements of the ADA, which enables people to be more independent in planning their day-to-day schedule.

Impact if under-funded

Adequate mobility options are especially important to communities to maintain economic vitality. Because seniors prefer to age in place, providing an adequate transportation system to enable healthy living is the preferable option. Lack of transportation options may result in fewer options for people to work and for essential services, which then results in either moving away from the community, or lesser ability to meet one’s needs.

How much does it cost?

The cost of intercity bus service is specific to the route and communities involved.

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For example, the Lane Transit District provides service connecting the City of Oakridge to Eugene (about 45 miles one-way) with three round trips per day Monday through Friday. This service costs about \$200,000 per year, about half of which is contributed by the community in fares and other funds. Harney County provides service twice a week from Burns to Bend for about \$50,000 per year.

Communities that may need regional connections in addition to local and intercity services include (and are not limited to): Hermiston to Pendleton and Tri Cities, WA; Monroe to Corvallis and to Junction City; Monmouth to Corvallis; Newport to Corvallis; Grants Pass to Roseburg; Lakeview to Klamath Falls; and Madras to Bend.