

Oregon Public Transportation Advisory Committee (PTAC)
ADVANCED AGENDA MARCH PTAC MEETING
March 7, 2016 1:00 pm – 4:30 p.m.

Oregon Dept of Transportation
Region 2 Campus – Building X Conference Room
885 Airport Road SE, Salem, Oregon 97301

Teleconference:
Toll-free phone: 888-557-8511
Participant code: 276949

*The PTAC Meeting can now also be accessed/participated through Join.Me: <https://join.me/PTAC.ODOT>
*For PTAC Meeting material, please see website: <http://www.oregon.gov/ODOT/PT/Pages/stakeholders/ptac.aspx>

The meeting location is accessible to persons with disabilities. Contact Casandra Mance, RPTD, at (503) 986-3669 at least 48 hours before the meeting to request other accommodations for persons with disabilities.

- | | | |
|------------------|---------------|--|
| 1:00-1:20 | Item A | Welcome, Roundtable and Announcements
Introductions, Roundtable and Announcements
Review and request approval of Meeting Minutes from 1/11/2016
(Julie Brown, PTAC Chair) (Handout A1) |
| 1:20-1:30 | Item B | Opportunity for Public Comment |
| 1:30-2:00 | Item C | Robust MultiModal Local Plans – 2015 Priority Project Findings:
Identifying issues, gaps and successful multimodal elements in a TSP
(Transportation Systems Plan). Michael Rock, ODOT Principal Planner
Informational/Discussion. (Handout C1) |
| 2:00-2:30 | Item D | Transportation Safety Action Plan (TSAP):
Update on the development and set of actions that Oregonians have identified
as steps to a safer travel environment.
http://www.oregon.gov/ODOT/TD/TP/Pages/tsap.aspx
Nancy Murphy, ODOT Project Manager
Informational/Discussion. (Handout D1) |
| 2:30-2:45 | | Break |
| 2:45-3:15 | Item E | Transportation Funding Package Discussion Update
Informational/Discussion.
1. Legislative Update – Dinah Van Der Hyde, RPTD
2. OTC Update – (tbd)
3. OTA Update – Allan Pollock, Salem-Keizer General Manager/CEO,
4. Oregon Transportation Forum Work - Aaron Deas, Tri-Met Office Of Gov
Affairs
5. Governor’s Vision Work – Feedback from members who attended Vision
Meetings.
https://visionpanel.wordpress.com/bike-ped-transit-passenger-rail-subcommittee/ |

3:15-4:00 **Item F**

RPTD Program Update

Receive informational update from the following:

- STF Discretionary Grant Review Process (Dinah Van Der Hyde, RPTD Mgr.) (Handout F1)
- Public Transit Providers Needs Assessment Survey (Dinah Van Der Hyde) (Handout F2)
- Program Key Performance Measures (Christine West, RPTD Coord) (Handout F3)
- Passenger Rail Update (Stacy Snider, Rail Ops Mgr.) (Handout F4)
- Transportation Options Plan Implementation Update (June Carlson, Program Mgr.)
- RST Pilot Project Update (Robin Bjurstrom, Program Mgr.)
- Vision Implementation Update (Robin Bjurstrom, Program Mgr.)

4:00-4:30 **Item G**

Final Reminders & Adjournment

Conclusion of the meeting with any reminders and ending announcements.
-Next PTAC Meeting is May 9, 2016
(Julie Brown, Chair)

All PTAC Information and Material can be found at:
<http://www.oregon.gov/ODOT/PT/Pages/stakeholders/ptac.aspx>

Travel Home Safely

Embrace Your Options



OREGON PUBLIC TRANSPORTATION ADVISORY COMMITTEE (PTAC)
January 11, 2016 Meeting Minutes

Member Attendees		
Julie Brown RVTD, Chair & Small Urban Provider rep.	Ted Leybold Metro, TDM rep.	
Aaron Deas Tri-Met, Tri-Met rep.	Cosette Rees Lane Transit Division, LTD rep.	
Jeff Hazen Sunset Empire Trans. District, Rural Provider. rep	Phil Warnock Oregon Cascades West Council of Governments, Vice Chair and NEMT rep.	
Henry Heimuller Columbia County Commission, AOC rep. (West)	Julie Wilcke Ride Connection, Senior and Disability rep.	
Rob Inerfeld City of Eugene, League of Oregon Cities rep.	Tim Wilson Citizen-at-large rep.	
Donald Leap AORTA, Passenger Rail rep.		
Member Attendees via Phone		
Mary Jo Carpenter Community Connection of Baker County, OTA rep.	Karen Friend COIC, Deputy Director, Small Urban Provider rep.	
Kim Curley Commute Options, TOGO rep.		
Members Absent		
Ernie Palmer Basin Transit, Rural Provider rep.	Allan Pollock SAMTD, Salem-Keizer Transit rep.	
Jason Higham TAC Transportation, Private Transportation rep.	Peter Runnels Harney County, AOC rep. (East)	
ODOT Rail and Public Transit Division (RPTD) Staff Attendees		
Hal Gard Division Administrator	Jamey Dempster RTC, Region 2	Kristina Wargnier Operations Support Analyst
Casandra Mance Training Program Coordinator	Alison Wiley RTC, Region 3	Matthew Barnes Transit Network Program Manager
Dinah Van Der Hyde Policy Section Lead	Joni Bramlett (via phone) RTC, Region 4	Farah Naz Intern
Carrie Martin Crossing Compliance Specialist	John Johnson Rail Safety Section Manager	
Other ODOT Attendees		
Lucia Ramirez Principal Planner	Travis Brouwer Assistant Director	Amanda Pietz Planning Unit Manager
Other Attendees		
Mike Morrison AORTA	Dennis Pinheiro (via phone) Douglas County	Mark Volmert Linn County
Russ Peterson (via phone) Coos County Area Transit	Dan Schwanz MCCOG, The Dalles	Jeanine Gordon (via phone) Kayak Transit

The meeting was called to order at 1:06 p.m.

Item A: Welcome, Roundtable, and Announcements - Chair Julie Brown

Chair Brown welcomed all to the meeting and briefly explained the meeting etiquette for in-person and telephone attendees.

Meeting Minutes Approval:

July, September, and November 2015 meeting minutes were accepted as presented.

Item B: Opportunity for Public Comment - Chair Julie Brown

No public comments were made.

Item C: IT Transit Network Analysis (TNA) Tool Presentation – Farah Naz, RPTD Intern

Farah gave a presentation about a new tool under development by OSU and ODOT that can be used to show transit connection opportunities. Use of the TNA tool, in conjunction with Google maps, may help to improve the functionality of Oregon's transit network by showing spatial connection opportunities. The tool provides data on service hours, stop counts, service miles, transit hubs (*top 34 in Oregon*), spatial gaps, service by geographic area, and the percent of population served at specified levels of service.

Farah shared a story about taking transit for the first time in the United States as a student in a big city. Her only mode of transportation at the time was public transit. While commuting she had to use multiple transportation options and, before reaching her final destination, she had to connect to a bus that did not link to a hub. The location was new to her and it was dark, cold, and snowing. Farah said that some of her friends also experienced this difficult situation which illustrates spatial gapping.

Two case studies were presented: Columbia Area Transit and agencies at the Eugene Amtrak station. The case studies demonstrated how the TNA tool easily identifies spatial gaps and distances among different modes of transportation and between connecting hubs. The information gathered will help identify areas for improvement. Using data collection and various tools, ODOT is building the capacity to better understand the overall transit network in order to make better planning, policy, and investment decisions.

TNA Tool: <http://www.oregon.gov/ODOT/PT/Pages/resources/tools.aspx>

Key Transit Hubs: <https://www.google.com/maps/@44.2280538,-121.6478662,8z/data=!3m1!4b1!4m2!6m1!1szx9w8G2OjQG0.kakH0aHV7jdw?hl=en>

Item D: Bike/Ped Plan Update Presentation - Amanda Peitz, ODOT Planning Unit Manager

Amanda provided an update on the Oregon Bicycle and Pedestrian Plan. The Bike/Ped Plan is a modal plan under the umbrella of the Oregon Transportation Plan that is on equal footing with six other plans forming comprehensive statewide guidance. Her unit is creating a policy web page to centralize and streamline the process by having all plans in one location. These plans help in providing policy and direction for planning 20-25 years out. A web-based system is being developed using all plans to strategically implement the needs on a statewide basis. Some new elements of the plan are: maintenance, inventory, design, prioritization, speed limits, linkages, equity, and data. The plan outline has five chapters: introduction, background, policies and strategies, investment considerations, and implementation. The plan includes six performance measures: utilization, access to transit, data needs identification, safety perception, fatalities, and serious injuries.

The plan is currently out for public review which closes on February 18, 2016. A 16 member policy advisory committee was formed with representation from throughout Oregon. This committee will review and edit the plan during a work session in March, and present it for adoption to the Oregon Transportation Commission in May.

Action Item: PTAC members were asked to review the draft Bike/Ped Plan and provide comments before the review period closes.

Roundtable discussion included appreciation of the following:

- Impressed by the addition of graphics to help elaborate bicycle and pedestrian safety
- Involving more people earlier on to engage a diverse statewide group and providing opportunities to voice ideas
- Using stories as good benchmarks
- Consulting with ODOT Safety Division and its Drivers' Education Program
- Thinking about the mobility side versus machine

The Bicycle and Pedestrian Plan can be found using the following link:

<http://www.oregon.gov/ODOT/TD/TP/pages/bikepedplan.aspx>

Bike/Ped Plan video: <https://youtu.be/hmBFv-tHpyU>

Item E: Senate Bill 142 Update - John Johnson, RPTD Rail Safety Section Manager

John explained that SB 142 (which subjects vehicles owned or operated by certain bodies to laws regulating motor carriers) was designed to remove conflict between local subsidized transportation agencies and local carriers to provide full scheduled routes. He shared two handouts (FAQs and a flowchart) to help answer questions and provide guidance on the newly enacted bill. RPTD and Motor Carrier worked together to develop the FAQs and flowchart. John answered questions regarding the statute and asked that further questions be directed to Motor Carrier.

A memorandum in conjunction with the FAQs and flowchart will be placed on the web and distributed through listservs, email, and mail services.

In addition, Motor Carrier has offered to provide safety inspection to provider vehicles. Please contact David McKane at 503-373-0884 or Ken Stewart at 503-378-5985.

To review the memo, FAQs, and flowchart, please use link below:

<http://www.oregon.gov/ODOT/PT/Pages/news.aspx>

Break 3:01 p.m.

Item F: Transportation Funding Package Discussion Update

F1: The Oregon Transportation Commission held its annual workshop on November 12th and November 13th, 2015. Governor Kate Brown discussed the need for a comprehensive transportation funding package including funding for all modes. She asked the agency to undergo a management review to make sure we have the right people and processes in place. Part of a broader conversation focused on having input from our various modal chairs: Bike/Ped, friends, and ACTs. The goal was to prepare a comprehensive transportation funding package for 2017. The OTC is also updating the Statewide

Transportation Improvement Program (STIP) and will be providing a chance to weigh in on the updates.

- F2: Oregon Transit Association (OTA) held a legislative workshop in December. One key point discussed was Legislative Concept 163 concerning federal match to federal 5311 and 5307 operating funds. Elected officials are seeking and receiving information from many sources and the communication is becoming fragmented making it hard to see the bigger picture. This group could make an impact by creating a holistic picture of what our transportation network includes and what the needs of rural, small urbans, and the large urbans are.
- F3: The Governor's Vision Work Panels held meetings on November 19, 2015 and December 3, 2015. A robust funding package for the operational side of transit needs to be developed, identifying small transit providers. The Governor's Vision Panels are reaching out to the Regional Solutions Teams and ACTS. Mr. Pollock shared that the meeting held with Salem Area Mass Transit District went very well. Legislators want to assist, but just don't know what to do. PTAC members should watch for meetings taking place in their areas and be part of the conversation which will help prepare options for the legislators and inform policy making decisions.
- F4: FAST (Fixing America's Surface Transportation) Act - Guest Speaker: Travis Brouwer, ODOT Assistant Director
The recent FAST Act is the first time in over a decade that Congress has passed a long-term surface transportation authorization act. The act authorizes funding for 5 years - 2016 through 2020. The challenge of the FAST Act is that even though it provides an increase in funding, it is not as substantial as previous bills (previous 25%-40% increases compared with 10%-12% increase for FAST.)

Overall, the transit programs in Oregon gained about 18% funding over a 5 year period. The large MPOs will get an increase in funding from last year of about 13.5%. With FAST, there were not many changes in policy or programs for transit. In MAP21, the discretionary program was eliminated and shifted to formula funds; this has been brought back as a funding program with FAST and will grow from \$400 million to \$800 million.

OTC is calculating what the STIP impact will be. We did build in a small reduction action for funding levels for the 2018-2021 STIP using user-fee revenues and the gap in actual funding levels. We are starting the scoping process and selecting projects in the programs that were created under the act. Travis said that ODOT hopes to have OTC allocate additional resources for existing projects and the selection process. It has been recommended that ODOT bring the commission options and scenarios.

OTC created two programs that were of interest to public transportation in the last STIP. After noticing that many buses were due for replacement, they set aside \$15 million for bus purchases. In the past, they have transferred funds from the highway program to transit for a three year period of special funding to take care of vehicle replacement needs. The other area funded was a \$35 million enhancement program for highways during a three year period with eligibility including public transportation. Not many transit applications are coming through under the Enhance program, but there will be a lot of interest in bus purchases, so as we go forward we will be working with the commission on those needs.

RPTD is conducting a provider survey to determine what kind of facility needs agencies have. Survey responses should be available by March 2016.

Chair Julie said the reason we are seeing a decline in applications is match issues. There is a big need in the state of Oregon, especially for small urban areas, but some can't even match operating needs.

Item G: RPTD Program Update

G1: Passenger Rail Update - Hal Gard, RPTD Administrator

At its December 8 meeting, the Oregon Passenger Rail Leadership Council reached agreement on the recommended preferred alternative to be carried forward into the Draft Environmental Impact Statement (DEIS).

The Oregon Department of Transportation is studying options for improved passenger rail service between Eugene-Springfield and Portland – a 125 mile segment. This segment is part of the federally designated Pacific Northwest Rail Corridor.

ODOT and the Federal Railroad Administration are now preparing a Tier 1 Environmental Impact Statement (EIS). This environmental review will help ODOT and FRA make important decisions, including selecting the general rail alignment and communities where stations would be located. We will also determine several service characteristics, such as the number of daily trips, travel time objectives and the technologies to be used - for example, whether the trains will be powered by electric or diesel-electric engines. The project includes a public involvement strategy to ensure that your voice is heard in the decision

G2: Vision Implementation Update

ODOT Procurement has prepared the RFP and it is currently being reviewed by Dept. of Justice. We hope to have a more detailed update at the next PTAC Meeting.

G3: RST Pilot Project Update

Due to the snow storm, the Regional Solutions Team Meeting in Bend was cancelled. There is no update at this time.

G4: OTP Update

Amanda Pietz provided an update on the status of the OTP in her presentation regarding Bike/Ped earlier in the meeting.

G5: *ConnectOregon VI*

Application Review Information for February 9th meeting - Hal Gard, RPTD Administrator

RPTD is in the process of reviewing applications and will make the application content available to committee members before the next meeting. There are only six projects. The review is scheduled for a full day and a half. Lunch will be provided to PTAC members and staff. Each applicant will be allowed a 3 minute presentation that must be done in person or over the phone. We will discuss any conflicts of interest, both real and perceived. Chair Brown indicated that the process will go faster if everyone reviews the application material ahead of time. Information can be downloaded via a web link or we can overnight mail materials. February 3, 2016 is the release date. The score sheets will be included in your materials and we ask that you pre-score them prior to the meeting.

G6: STF Discretionary Funds Update - Dinah Van Der Hyde, RPTD Policy Section Manager
STF applications are due March 11, 2016. ODOT will have panels reviewing applications and providing recommendations to PTAC members at the May 2016 meeting. PTAC will have the opportunity to discuss and concur.

Item H: Executive Committee Update - Phil Warnock, Executive Committee Chair

Phil reminded committee members that term limits are approaching and to please let the committee know of any member changes. A discussion took place about the need for different group/category representations, possibly DHS and Tribal.

Item I: Final Reminders and Adjournment – Chair Brown

Chair Brown reminded members of the following:

- Review the Bike/Ped Plan and the TO Plan
- Visit the Governor’s Transportation Vision Panel Forums to voice your need and remember to take the talking points that were provided in your handouts
- Transit Story: Before and After example
- Next PTAC Meeting is the Special Connect Oregon VI Application Review scheduled for February 9, 2016

Meeting adjourned at 4:26 p.m.

DRAFT



Robust Multimodal Local Planning

Public Transportation Advisory Committee
March 7, 2016



What are IO Initiatives?

Implement ODOT's Internal Intermodal Oregon Objectives



Overview

Key Topic Areas

Intermodal Integration

Based on Data

Improve Understanding

May Lead to Future Work
Internal or External to ODOT



Opportunity: The level of intermodal and multi-modal transportation planning at the local level varies (especially for rail, public transportation, transportation safety, bike, and pedestrian modes).

Tasks: Analyze Transportation System Plans (TSPs) in order to identify potential opportunities.

What we did

We Applied the Change Framework

Define Need

Build
Understanding

Take Action

Monitor and
Sustain Results

Using the Change Framework helps us to not simply jump to a solution...

This approach can give us better information on...

- What's working?
- What isn't working?
- What could be done differently?
- What should be done differently?
- What are we trying to improve?
- What is already being done well?
- What can ODOT do to help address the issues?



What we did

Are Local Plans Meeting the Suggested Minimums of the 2008 TSP Guidelines?

Compile checklist of multimodal + intermodal attributes*

Use checklist to assess sampling of city and county TSPs

Analyze data + build recommendations

Note: Checklist based on existing guidance, not new recommendations



Public Transportation Elements



Public Transportation Elements							
Item #	Yes	No	Partial	N/A	Item	Comments on Plan Being Reviewed	Comments for Future Consideration and Regarding Desired Multimodal Attributes
1					Existing Conditions Assessment		
2					An inventory/map of the public transportation system		
3					Service providers, characteristics (e.g. operating hours, frequency, capacity), capital equipment, and use of services		
4					Intercity bus and rail service and the location of terminals		
5					For UGB: existing and planned trunk routes, exclusive transit ways, terminals and major transfer stations, and park-and-ride stations		
6					Inventory of current ITS systems and infrastructure		
7					Determination of Needs		
8					General assessment/map of facility conditions, gaps, and investment that take into consideration factors such as:		
9					Favorable community demographics for employment/residency		
10					Appropriate travel distances for the trip to work		
11					Appropriate travel patterns for the trip to work		
12					Supportive community attitudes		
13					Basic needs of the transportation disadvantaged		
14					For areas with a population over 25,000 not currently served by transit: the feasibility of developing a public transit system in buildout		
15					Where a transit system is determined to be feasible: appropriate infrastructures including existing and planned transit trunk routes, exclusive transit ways, terminals and major transfer stations, major transfer stops, and park-and-ride stations		
16					Evaluation of system and service alternatives		
17					Assessment and prioritization of ITS and technology needs		
18					Policy Consideration		
19					Coordinated land use and transportation plans with the intent of promoting transit service, and providing more efficient performance of existing transportation facilities through system management and demand management measures		
20					Projects and Investments		
21					A Transit System element that provides transit service where none currently exists or increases routes and/or frequencies where a transit system does exist		
22					Projects that support transit use through the provision of bus stops, pullouts and shelters, optimum road geometrics, connection to on site circulation systems, passenger landing pads accessible to disabled persons, etc.		
23					Prioritized ITS projects, with coordinated project deployment with other agencies		
24					Public transportation services for the transportation disadvantaged		
25					Codes and Implementing Ordinances		
26					Development code or amendments that support:		
27					New major development (retail, commercial, institutional, etc.) at or near major transit stops that provide convenient pedestrian access to transit and connection to on site circulation systems		
28					Existing development allowance to redevelop a portion of existing parking areas for transit-oriented uses No		
29					Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit		
30					A 10% reduction of the number of parking spaces per capita		
31					Additional Comments:		



Sample Characteristics

23 City + 6 County Plans



We considered:

Urban & Rural

Geographic Representation

Population Size

Recently Updated

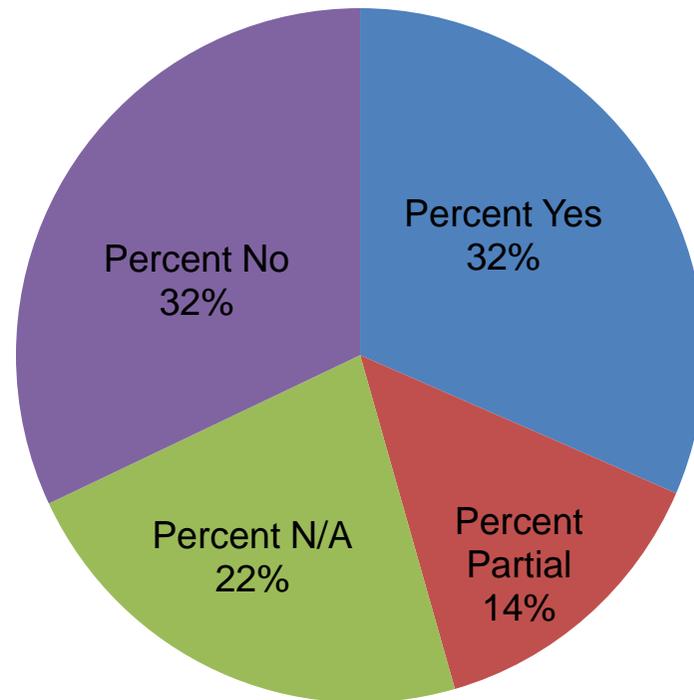
Counties for Comparison



What we learned

Overall Observations from City TSP Reviews

Percentage of Checklist Items with each Response

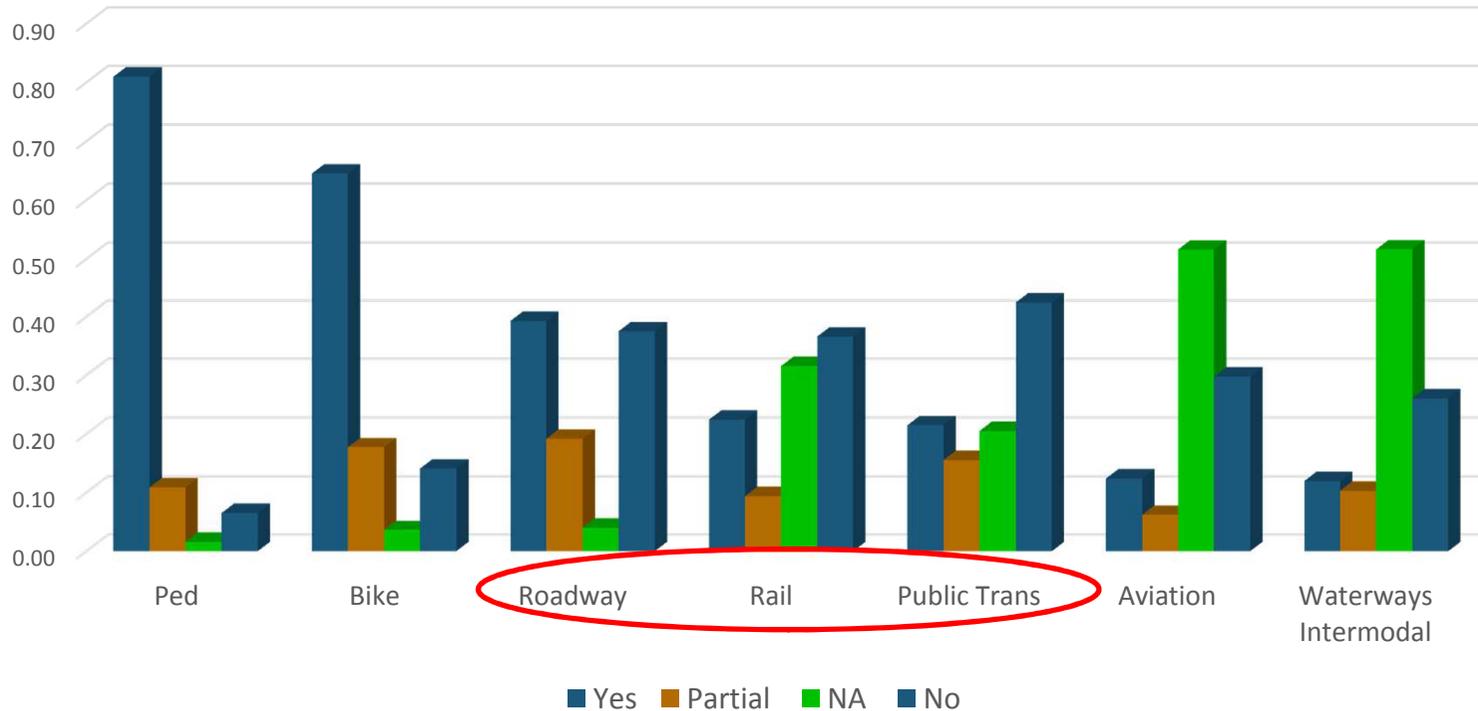


■ Percent Yes
■ Percent N/A
■ Percent Partial
■ Percent No



What we learned

Comparison of Modes



Bike and Ped were covered more comprehensively

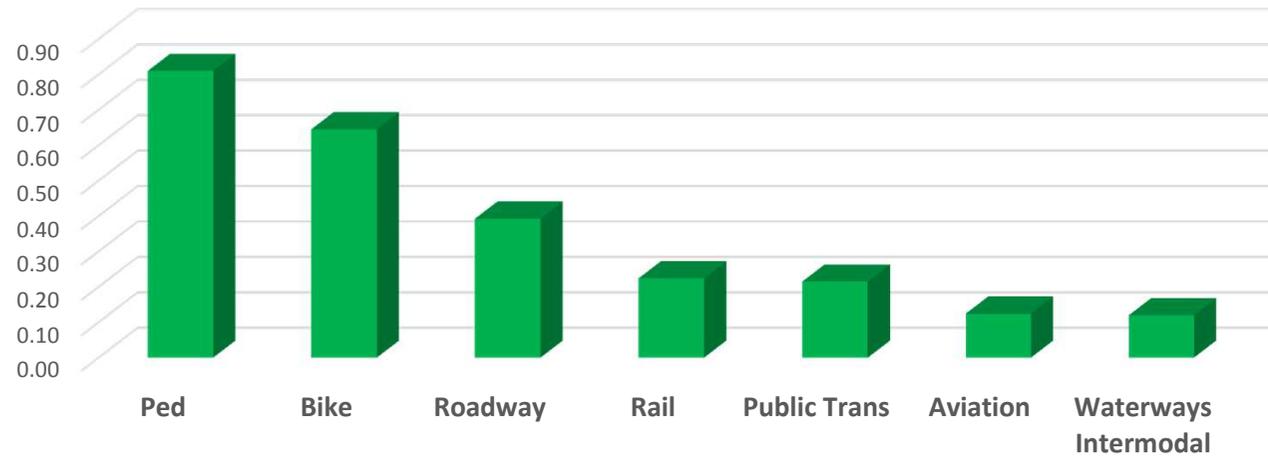
Freight, Rail, and Transit had gaps

Aviation, Waterways, and Intermodal had high "NA"

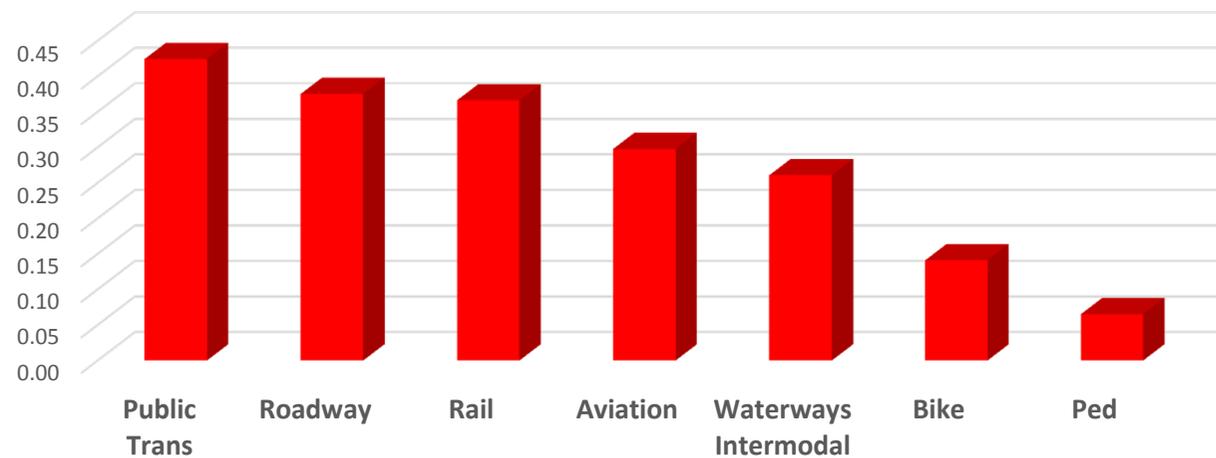


Alternative View: Comparison by Mode

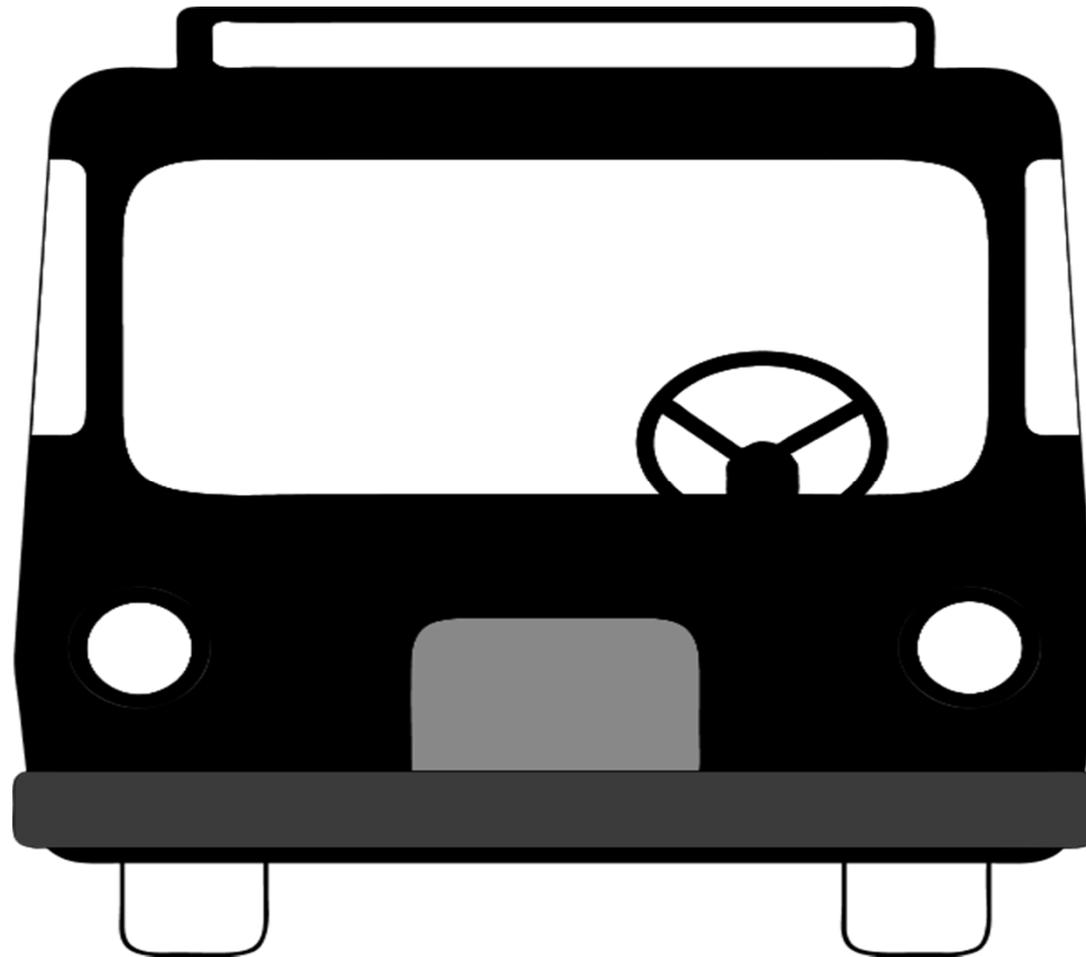
Percent of "Yes" Items in Checklist



Percent of "No" Items in Checklist

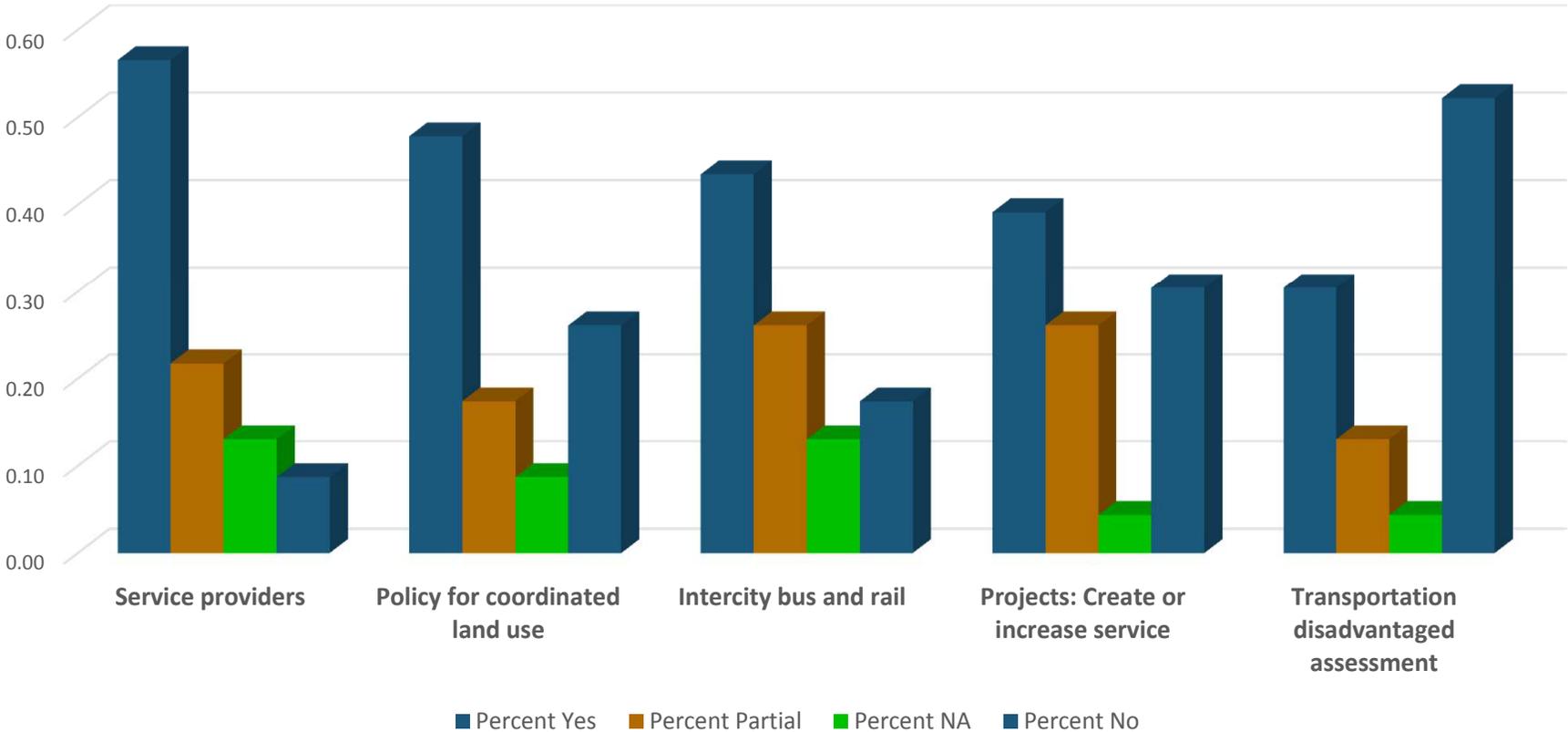


Further Review of Public Transportation



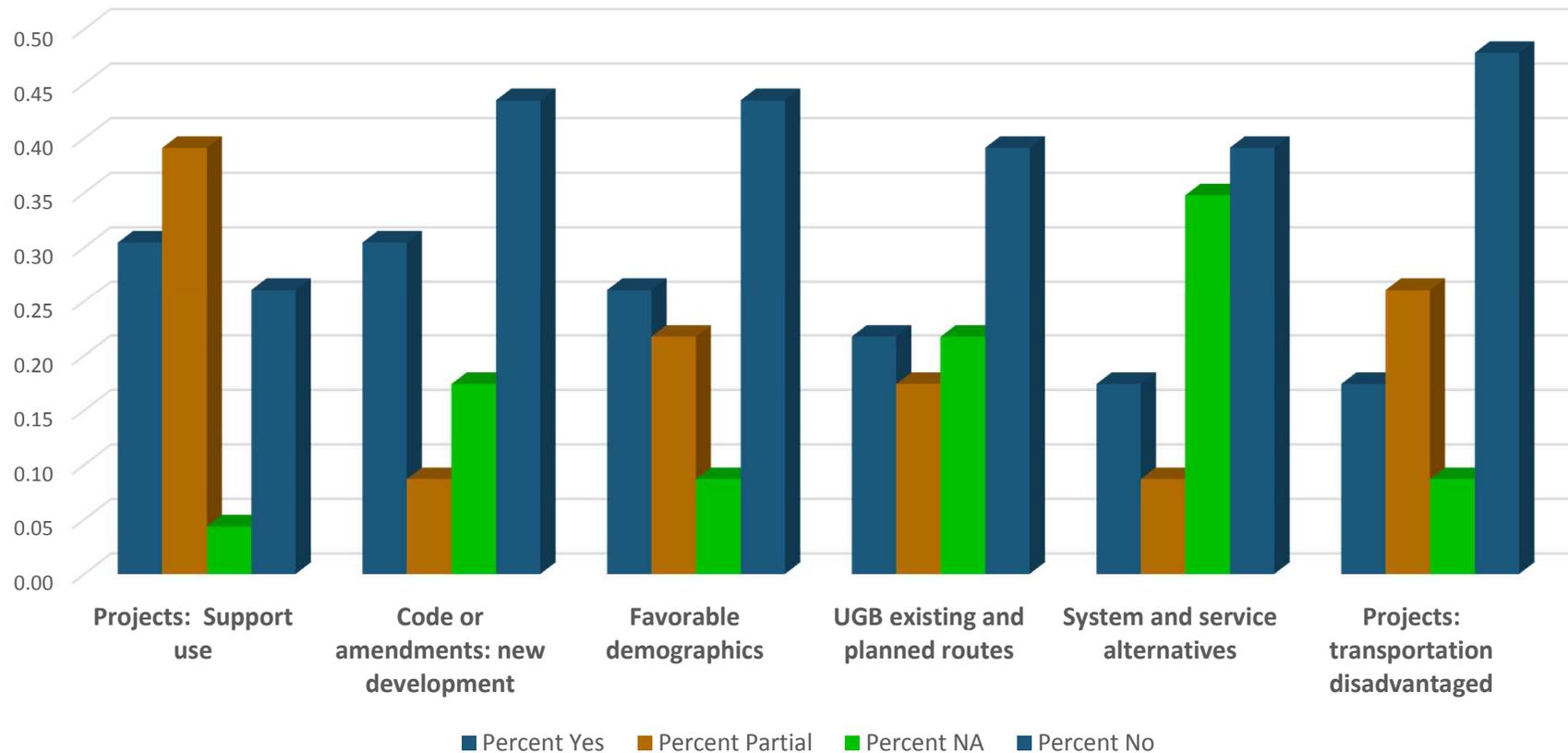
Detailed View of Public Transportation

Responses for Public Transportation



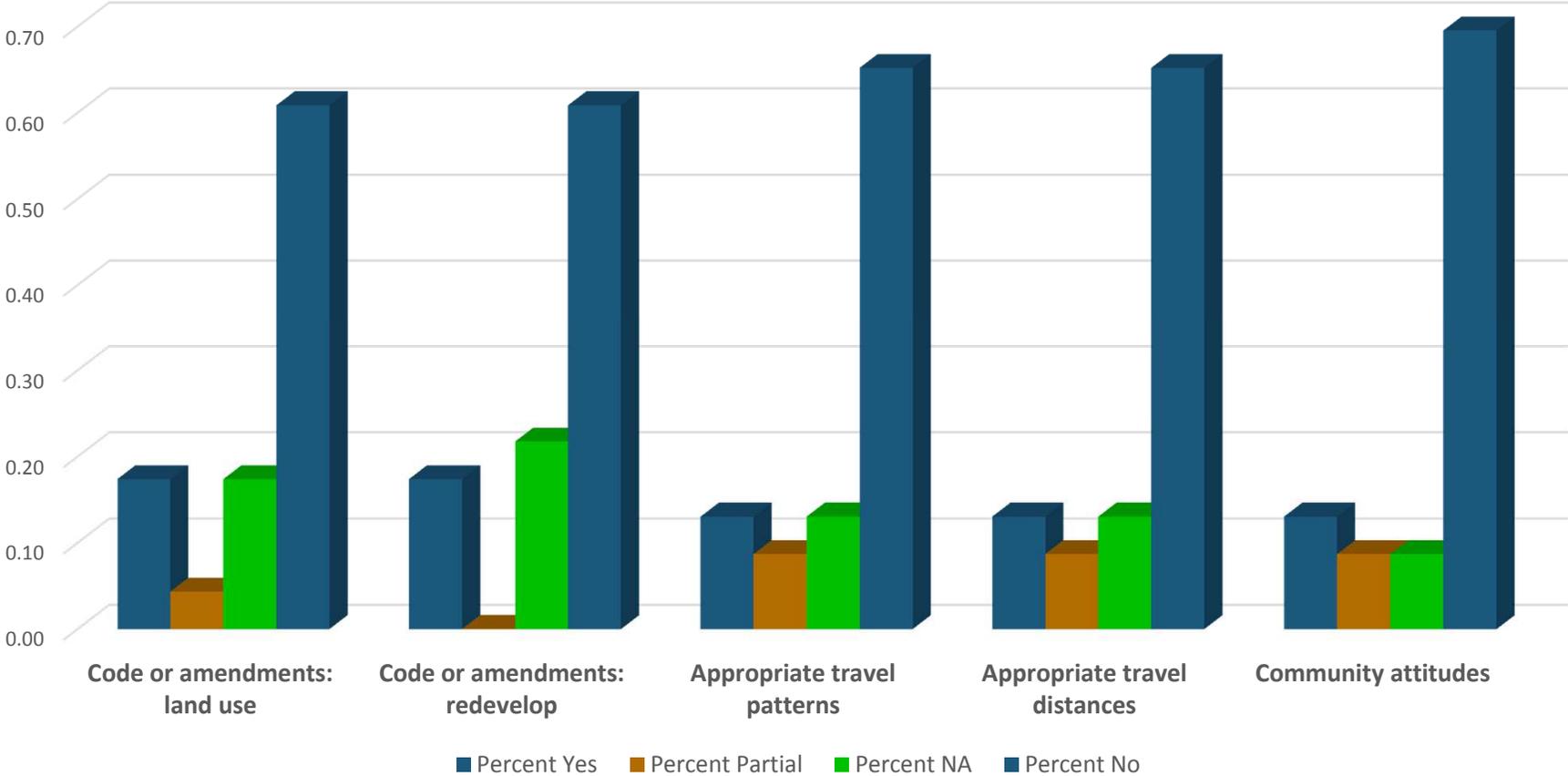
Detailed View of Public Transportation (cont'd)

Responses for Public Transportation



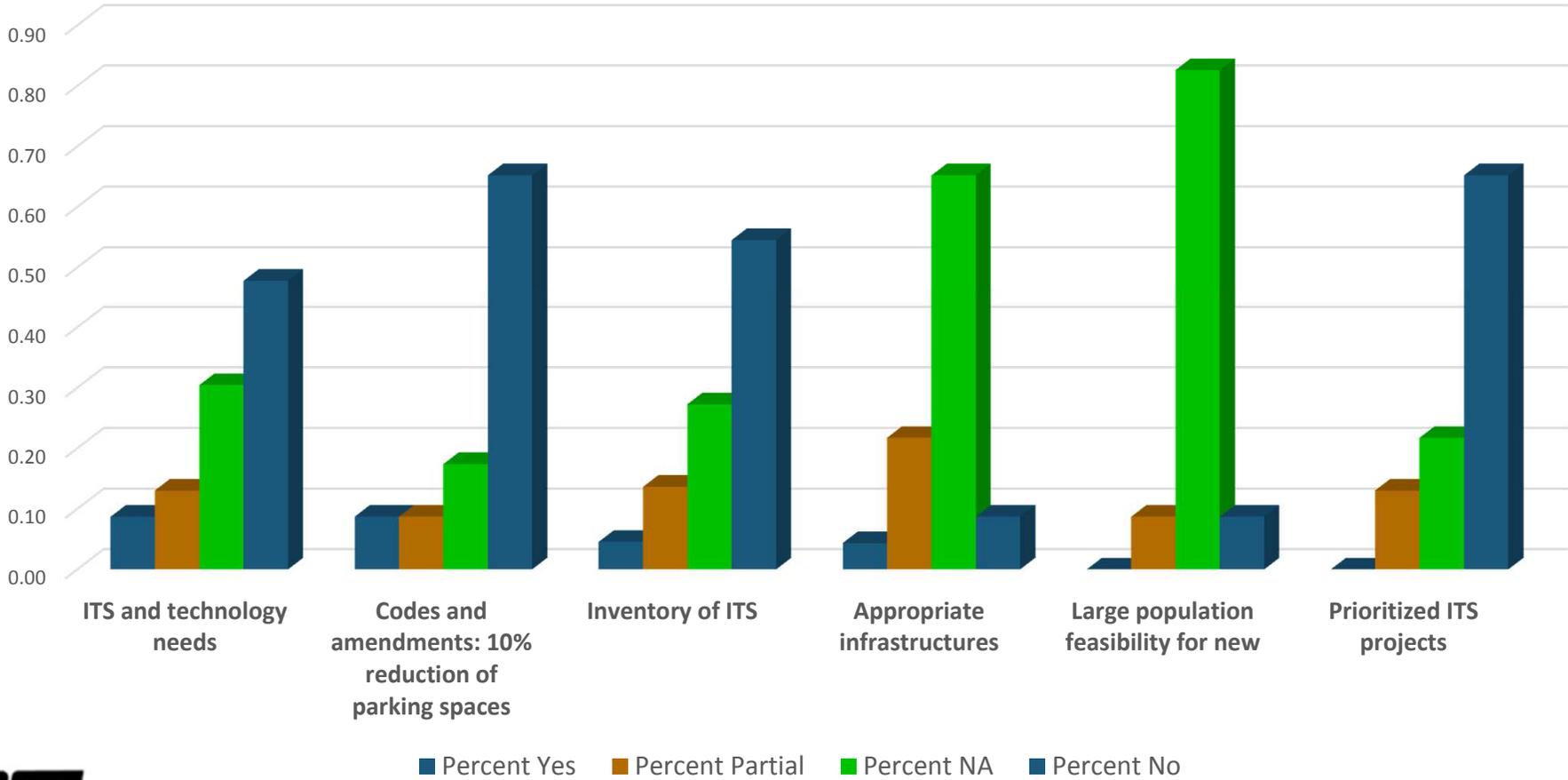
Detailed View of Public Transportation (cont'd)

Response for Public Transportation



Detailed View of Public Transportation (cont'd)

Response for Public Transportation



Findings and Considerations – Public Transportation

- ‘Ownership’ of transit services is often not the same as the local jurisdiction conducting the TSP.
 - How can ODOT support planning with data?
 - What relationships are needed to create an intermodal collaboration at the local level?
 - How can ODOT support this collaboration?
- Without a robust determination of needs, Public Transportation may continue to be under-developed in local TSPs.



Data & Findings - Overall

- Modes are addressed individually, but often not from an interrelated, interconnected, interdependent, intermodal system perspective
- ‘Ownership’ appears to be a key variable in how thoroughly a mode or connections/gaps are addressed
- Not all available information and data are incorporated in TSPs.



Key Opportunities

- Inform the next update of the TSP Guidelines
- Comprehensive engagement with ‘players’ in other modes (internal and external to ODOT)
- Identify where data is available and how it can be used (e.g. rail crossings)
- Market potential uses and expand beyond planning work



Thank you.

Transportation Safety Action Plan Update

presented to
Public Transit Advisory Committee

March 7, 2016

presented by
Nancy E Murphy
TSAP Update Project Manager

Anticipated Meetings

PAC#	Tentative Meeting Topics
1 - October 2014	Kick-off and Background
2 - January 2015	Meet the team, SHSP and MAP-21 Background, Values Exercise
3 - March 2015	SWOT, Vision Themes, Discuss Product (Broad, overarching goals and policies and implementation plan)
4 - May 2015	Crash Trends and Continue Vision Discussion
5 - June 2015	Continue Crash Trends, Discuss Goals and Emphasis Areas Frameworks
6 - August 2015	Confirm Goal Areas, Draft Goal Statements and Preliminary Policy Topics
7 - October 2015	Confirm Goal Statements, Draft Policy Statements and Strategies, Emphasis Area Selection Criteria
8 - November 2015	Review Draft Policy Statements, Draft Strategy Statements, Discuss/narrow Potential EAs, Review Upcoming Public Outreach, TSAP Outline
9 – February 2016	Review Outcomes from PCT, Review Outcomes from Public Outreach, Confirm Draft EAs, Begin Discussing Draft Actions per EA, Begin Reviewing Draft Document – Background, Vision and Goals, Policies and Strategies
10 - March 2016	Finalize EAs and Discuss SHSP Strategies and Actions, Continue Document Review - Revised February Materials Plus EA Documentation
11 - April 2016	Confirm SHSP Strategies and Actions, Discuss Performance Measures, Review Complete Draft Document
12 – May 2016	Complete Draft Review





Draft Goals, Policies, and Strategies

Goal 1: Safety Culture

- *Transform public attitudes to recognize all transportation system users have responsibility for other people's safety in addition to their own safety while using the transportation system. Transform organizational transportation safety culture among employees and agency partners (e.g., State Agencies, MPOs, Local Agencies, Oregon Health Authority, stakeholders and public and private employers) to integrate safety considerations into all responsibilities.*
 - » Policy 1.1 – *(Communication)*
 - » Policy 1.2 - Promote safety culture within agencies, stakeholder organizations, and employers.
 - » Policy 1.3 – *(Regulatory changes to develop a multimodal transportation safety culture.)*

Goal 2: Infrastructure

- *Develop and improve infrastructure to reduce fatalities and serious injuries for users of all modes.*
 - » Policy 2.1 – *(Data collection, analysis and access to all users)*
 - » Policy 2.2 – *(Design and analysis techniques for safety-related decision making)*
 - » Policy 2.3 – *Plan, design, construct, operate and maintain the transportation system to achieve healthy and livable communities and eliminate fatalities and serious injuries for all modes.*
 - » Policy 2.4 – *(Regulatory changes to enable and/or remove impediments to new approaches to safety engineering.)*

Goal 3: Healthy, Livable Communities

- *Plan, design, and implement safe systems, and enforcement and emergency medical services to improve the safety and livability of communities, including health outcomes.*
 - » *Policy 3.1 –(Advance coordination and collaboration to make communities safer places.)*
 - » *Policy 3.2 – (Support traffic enforcement funding)*
 - » *Policy 3.3 – (Support emergency medical service (EMS) funding for first responders training and needed equipment)*
 - » *Policy 3.4 – (Invest in transportation system enhancements that improve safety and perceptions of security)*
 - » *Policy 3.5 – Provide all regions and localities in Oregon with access to safety funding, resources, programs, and education, considering issues of equity.*

Goal 4: Technology

- *Plan, prepare for and implement technologies (existing and new) that can affect transportation safety for all users, including pilot testing innovative technologies as appropriate..*
 - » *Policy 4.1 – (Actively monitor technological advances and take advantage of opportunities to use technology to reduce crash frequency and severity.)*
 - » *Policy 4.2 – (Apply technological improvements in data management)*
 - » *Policy 4.3 – (Leverage technology tools and best practices across divisions and agencies)*
 - » *Policy 4.4 – Identify legislative concepts enabling new approaches to safety planning, engineering, enforcement, data management and analysis procedures.*
 - » .

Goal 5: Collaborate and Communicate

- *Create and support a collaborative environment for transportation system providers and public and private stakeholders, to work together to eliminate fatalities and serious injury crashes.*
 - » *Policy 5.1 – (Increase transportation system providers and public and private stakeholder awareness of the TSAP)*
 - » *Policy 5.2 – (Ensure ongoing communication and coordination among stakeholders throughout project development and highway safety programming)*
 - » *Policy 5.3 – (Enhance public awareness of the individual’s role in eliminating fatalities and serious injury crashes.)*

Goal 6: Strategic Investments

- *Target safety funding for effective education, enforcement, engineering, and emergency medical services priorities.*
 - » Policy 6.1 – Allocate infrastructure safety funds strategically considering all modes, to maximize total safety benefits.
 - » Policy 6.2 – Allocate funding of behavioral, emergency medical services, and health safety efforts strategically across programs to maximize total safety benefits.
 - » Policy 6.3 – Identify and pursue opportunities to increase funding for strategic safety-related infrastructure, behavior and emergency medical service enhancements.



Report and Outcomes from Listening Meetings

5 Region Listening Meetings Held in January

- **Region 1: Portland Region Office, 01/05/2016**
- **Region 2: ODFW HQ, Salem, 01/19/2016**
- **Region 3: Roseburg Region Office, 01/29/2016**
- **Region 4: Bend Region Office, 01/22/2016**
- **Region 5: La Grande Library, 01/26/2016**
- **On-Line Listening Meeting: Went Live on 01/21/2016**

Who Participated?

Region	# Participants	Private Citizen	Private Business	Advocacy Group	Local Government	Regional Govt.	ODOT	GACs: OTSC, Motorcycles, DUII	FHWA
1	21	1	2	1	8	2	6	1	
2	16	2	1		3	3	5	1	1
3	17	2	1	2	3		9		
4	18		2	3	3	2	8		
5	15	1	3	2	7		2		

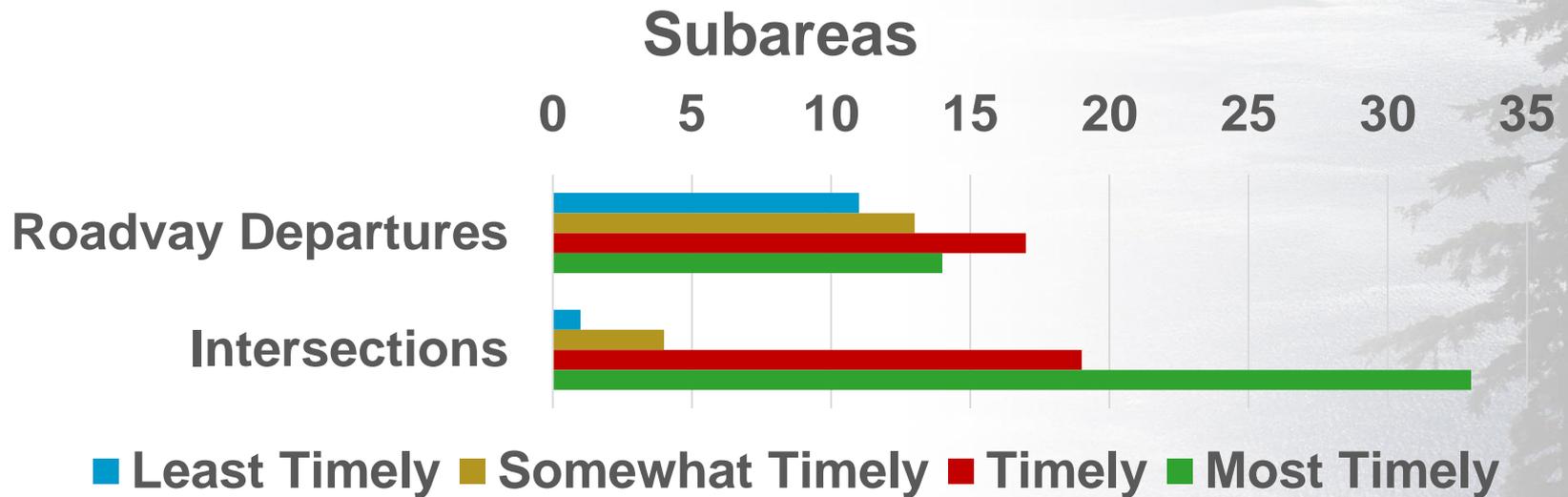
What We Shared

- **Background of the TSAP:**
 - » Relationship to federal programs and state plans
 - » Where we are in the process
- **Data Overview including Region comparison to statewide data**
- **Introduction to the Policy Element draft**
- **Introduction to Emphasis Area Workshop:**
 - » How the data suggests priorities
 - » Region comparison to statewide data
 - » Other factors in identifying priorities
- **Next Steps**

Outreach Highlights - Infrastructure

- **Priorities:**
 - » Roadway departures most frequently overall
 - » Intersections priority for urban areas
- **Suggested new subareas:**
 - » Lane separation for all modes to make accidents less deadly
 - » Design facilities to lower speeds to decrease severity
 - » Maintenance of existing infrastructure, especially weather related
- **Most frequent message: Design intersections to address safety for all modes of transportation, including vulnerable users**

Online Results: Infrastructure



Outreach Highlights – Risky Behaviors

- **Priorities:**
 - » **Distracted driving was the major issue**
 - » **Speed provides benefits across EAs**
 - » **Impaired driving will increase with marijuana**
- **Suggested new subareas:**
 - » **Enforcement (or in Improved Systems)**
 - » **Older drivers (and/or in Vulnerable Users)**
- **Other big messages:**
 - » **Increase funding to ensure enforcement**

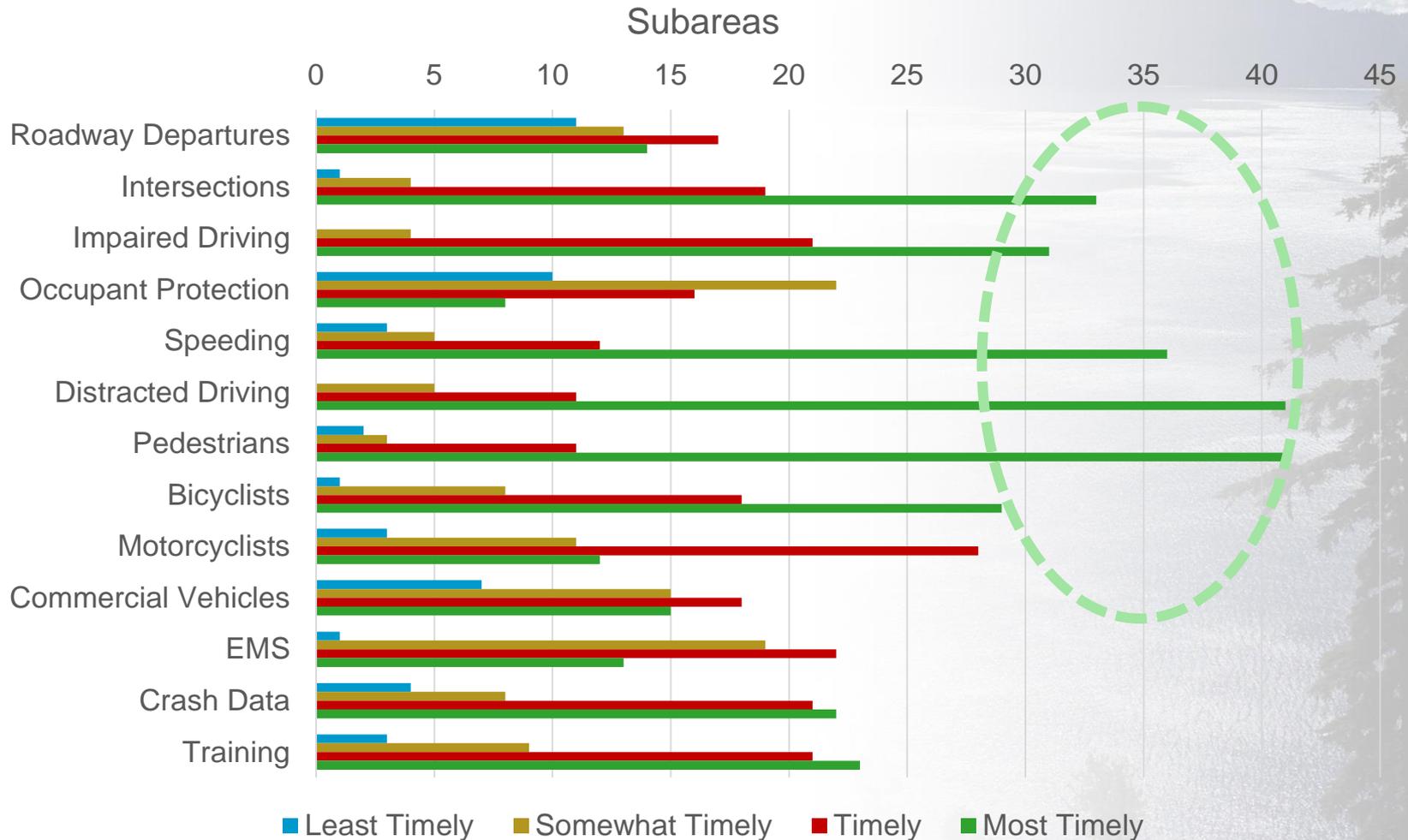
Outreach Highlights – Vulnerable Users

- **Priorities:**
 - » Pedestrians and, in urban areas, bikes
 - » Motorcycles, especially rural
- **Other big messages:**
 - » Need re-testing/re-certification of driver's licenses
 - » Education for all on sharing the road and safety
 - » Implement better crossings for bikes and pedestrians

Outreach Highlights – Systems

- **Priorities:**
 - » Training, education, licensing
- **Suggested new subarea: Enforcement**
- **Big issues:**
 - » Ongoing education of all users and recertification of older drivers
 - » More timely and consistent data to influence policy
 - » Training of law enforcement and courts
 - » Funding

Online Results: All Emphasis Subareas



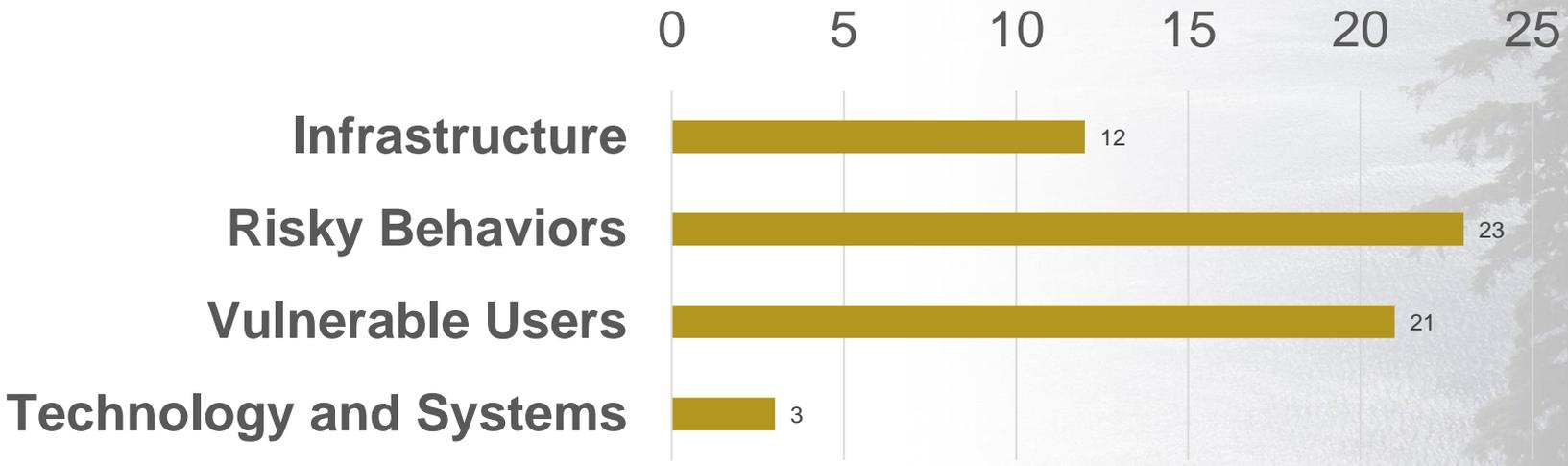
Outreach Highlights – Statewide

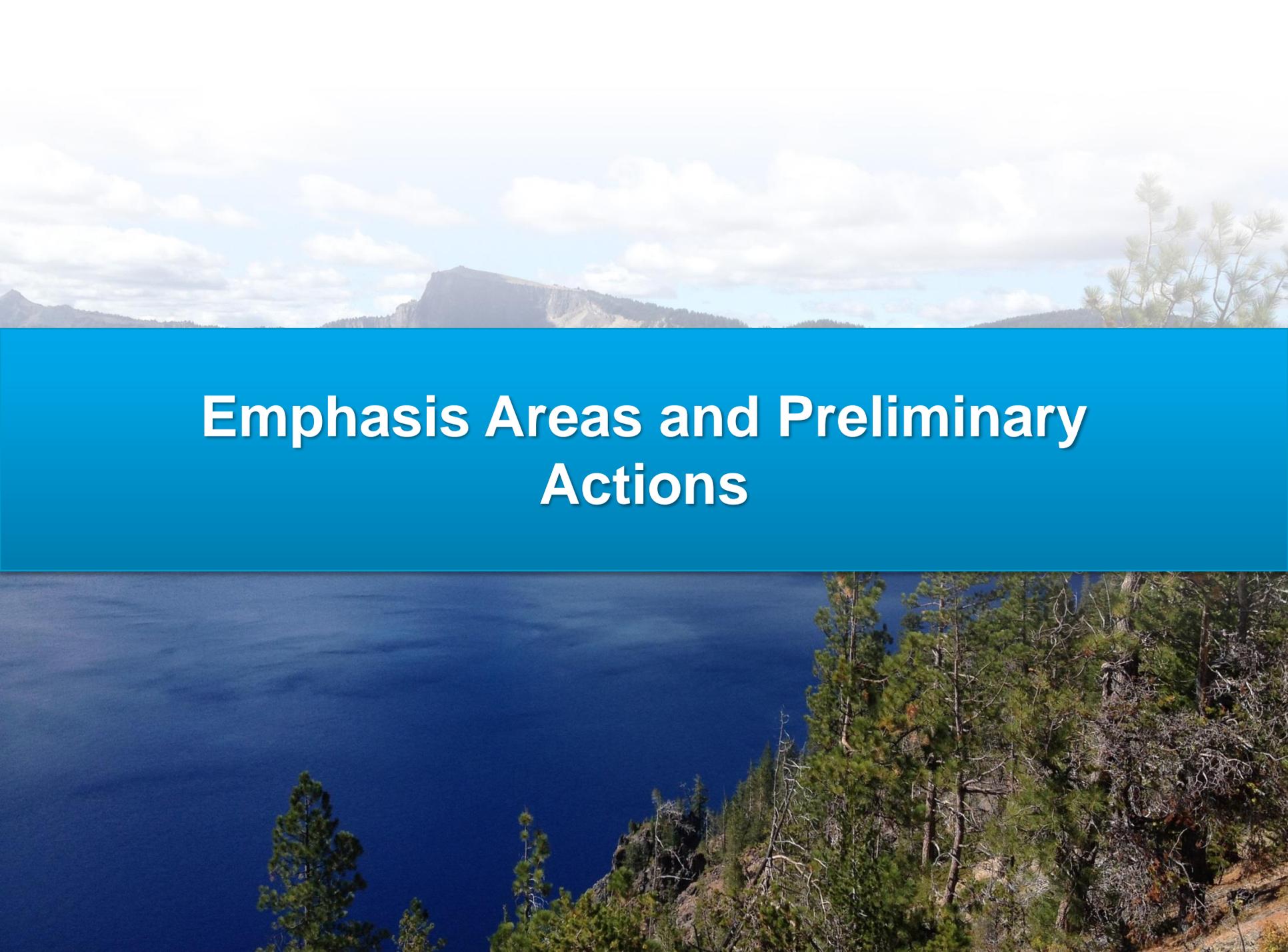
Priorities and Key Messages:

- **Distracted driving is #1 – evidence and observation based, even though no specific crash data**
- **Speed crosses areas – infrastructure, enforcement, culture change, vulnerable users, overall fatalities**
- **Training, education and recertification**
- **All modes**

Online Results: For the State as a Whole

Most Urgent Emphasis Areas to Address for the Entire State Of Oregon





Emphasis Areas and Preliminary Actions

Preliminary Emphasis Areas

- **Infrastructure**

- » Roadway Departure
- » Intersections

- **Risky Behaviors**

- » Impaired Driving
- » Occupant Protection
- » Speeding
- » Distracted Driving

- **Vulnerable Users**

- » Pedestrians
- » Motorcyclists
- » Bicyclists

- **Improved Systems**

- » Commercial Vehicles
- » EMS
- » Data
- » Training

Example Risky Behaviors EA Actions

- Increase awareness of the types of impaired driving...change social norms.
- Mitigate impacts of marijuana legalization... enhance enforcement.
- Improve coordination between transportation and public health professionals ... identify and address root causes of impaired driving.
- Evaluate the impacts of changes to the speed limit on rural highways.
- Conduct targeted enforcement to reduce speeding.

Example Infrastructure EA Actions

- Context sensitive design (Speeding – x).
- Safe facilities and crossings in areas with high levels of pedestrians and bicyclists.
- Infrastructure maintenance for weather, pavement or striping conditions.
- Transportation System Plans maximize safety benefits.
- Implement education and training related to new types of infrastructure

Example Vulnerable Users EA Actions

- Safe facilities and crossings are provided in areas with high levels of pedestrians and bicyclists
- Conduct education campaigns to improve interactions between all road users
- Improve understanding of pedestrian and bicycle high crash locations and risk factors through analysis of existing data and development of new data sources
- Increase awareness of motorcyclists among the general public through education and outreach

Example Improved Systems EA Actions

- Pilot test use of connected vehicle technology for commercial vehicles
- Promote Traffic Incident Management Responder training for EMS officials in rural and frontier areas
- Improve linkages among crash and health data systems.
- Improve understanding of pedestrian and bicycle high crash locations and risk factors through analysis of existing data and development of new data sources
- Training: for example drug enforcement, new types of infrastructure, motorcycle endorsements, changes in traffic laws, etc.



Draft TSAP

Outline of TSAP Update

Executive Summary

1. Call to Action

2. Introduction

3. Traffic Safety in Oregon

4. Safety Challenges and Opportunities

5. Vision, Goals, Policies and Strategies

6. Emphasis Areas and Actions

7. Performance Measures

8. Implementation and Evaluation

Appendices



Next Steps and Public Comments

Contacts and Information

- **Nancy Murphy, ODOT Project Manager**
 - » Nancy.E.Murphy@odot.state.or.us
 - » 503-986-4128
- **Walt McAllister, ODOT Subject Matter Expert**
 - » Walter.J.McAllister@odot.state.or.us
 - » 503-986-4187
- **Project Website**
 - » <http://www.oregon.gov/ODOT/TD/TP/Pages/tsap.aspx>



GOVERNOR'S TRANSPORTATION VISION PANEL

Overview

The Governor's Transportation Vision Panel is a yearlong effort to develop a series of recommendations to the Governor that address transportation issues across all modes and regions of the state.

Members of the Vision Panel include legislative representatives, business owners, and civic leaders from across Oregon.



Under the leadership of Governor Kate Brown, members of the Vision Panel have been charged with the following tasks:

- Assess the current conditions of Oregon's transportation system
- Develop a long-term vision for the future of Oregon's transportation system
- Create a series of recommendations that can be enacted in the near-term to lay the groundwork for this vision

The 30-member Panel has spent the past several months developing a series of [preliminary findings](#) on the current and future needs of Oregon's transportation system. Governor Kate Brown has charged the Panel with delivering a final report by the spring of 2016 after engaging in a series of regional forums across the state.

This final report will assist the Governor and other policymakers in assessing the current condition and priority needs of Oregon's transportation assets, and serve as a guiding document for how the state should shore up and prioritize investments in the transportation system over the next several years.

[Roadways & Bridges](#)

[Bike, Ped, Transit, & Passenger Rail](#)

[Innovation](#)

[Seismic](#)

[Aviation, Marine & Freight Rail](#)

[Transportation Finance](#)

<https://visionpanel.wordpress.com/>



GOVERNOR'S TRANSPORTATION VISION PANEL

Regional Forums

The Governor's Transportation Vision Panel will host a series of eleven regional forums across the state. These two-hour forums will provide an opportunity to seek local input and solutions to the regional needs and priorities of Oregon's transportation system.

Vision Panel representatives will provide a brief overview of the Panel's preliminary findings to date, and lead a conversation to elicit participants' perspectives on how the transportation system can support their region's economic needs and priorities. The Vision Panel will use regional forum participants input to refine their recommendations to the Governor on the future of Oregon's transportation system.

Regional Forums Schedule

Lower John Day

Monday, January 4, 2016
The Dalles, OR

Mid-Willamette Valley

Thursday, January 7, 2016
Keizer, OR

Lane County

Wednesday, January 13, 2016
Eugene, OR

Central Oregon

Thursday, January 14, 2016
Redmond, OR

North East and South East

Monday, January 25, 2016
John Day, OR

Cascades West

Thursday, January 28, 2016
Albany, OR

South Central Oregon

Friday, February 12, 2016
Klamath Falls, OR

Rogue Valley

Tuesday, March 8, 2016
White City, OR

Northwest Oregon

Thursday, March 10, 2016
Tillamook, OR

Southwest Oregon

Friday, March 11, 2016
Coquille, OR

Portland Metro Area and Hood River County

Monday, March 14, 2016
Portland, OR



2016 STF Discretionary Program Application Review Summary

The following is a description of reviewer processes to prioritize and recommend regional and statewide projects for the 2016 STF Discretionary Program to develop improved special transportation services in Oregon.

Applications:

All applications are available on the ODOT FTP site for external stakeholders or on an ODOT server for RTCs. A link to the FTP site will be provided.

Review Teams:

There will be two application review teams. The teams will first meet separately and then join to coordinate and develop final rankings.

1. A team of six ODOT Regional Transit Coordinators (RTCs) will review based on their knowledge of the transit regions, providers, and projects.
 - Region 1; Karyn Criswell
 - Region 2; Jamey Dempster
 - Region 2; Arla Miller
 - Region 3; Alison Wiley
 - Region 4; Joni Bramlett
 - Region 5; Laura Slater
2. A team of five Expert Stakeholders (four Public Transportation Advisory Committee [PTAC] members and one Department of Human Services [DHS] member) will review based on their knowledge of Oregon programs, policy goals, and principles. The Expert Stakeholders must not be associated with agencies that have submitted applications.
 - Ted Leybold, Metro, PTAC, representing urban active transportation/TO
 - Rob Inerfeld, City of Eugene, PTAC, representing Oregon cities
 - Kim Curley, Commute Options, PTAC, representing rural TO
 - Phil Warnock, Cascades West COG, PTAC Vice Chair, representing non emergent medical transportation and seniors and people with disabilities
 - Ann McQueen, DHS, representing seniors and people with disabilities

Review Tools:

- Individual scoresheets for each application provided will be emailed to reviewers.
- An Excel workbook with worksheets to enter individual scores for each application will be emailed to reviewers.

STF Discretionary Review Dates	
March	
Fri 11	Applications due to ODOT
Thurs 17	Extension granted applications due
Mon 21	Reviewers receive email notification that applications are live on the FTP and ODOT server. Individual review period begins
April	
Wed 6	Individual review period ends. Scoresheets due to ODOT by COB. (There is no extra time for extensions!!)
Tues 12	RTC Review Meeting resulting in 6 project lists, one for each region, plus statewide.
Fri 15	Stakeholder Review Meeting resulting in 6 project lists, one for each region plus statewide.
May	
Tues 3	Public Joint Review Meeting resulting in recommendation for PTAC
Mon 9	PTAC review of panel recommendation

Three Key Review Activities:

1. **Individual Review** - each reviewer will familiarize him or herself with individual applications and provide a preliminary score of regional and statewide value.

Product: ODOT Operations and Policy staff will incorporate individual reviewers' project rankings and local rankings into an Excel workbook to be used as input for the Review Team Meetings.

2. **Review Teams Meetings** - each review team (RTC team and Expert Stakeholder team) will meet separately to determine from their initial individual scores a priority ranking for the five regions. The teams will also identify and prioritize the projects of statewide significance.

Each Review Team will prepare a recommended list of regional and statewide projects in rank sort order. Operations and Policy staff will provide computer technical support for the meetings and work to arrange for a meeting facilitator.

Product: ODOT Operations and Policy staff will incorporate the Review Teams' regional and statewide project rankings into five region worksheets and one statewide worksheet to be used as input for the Joint Meeting.

3. **Joint Review Team Meeting – both** review teams will come together in a public meeting to coordinate their recommendations and develop a

final ranking for regional and statewide projects. Applicants may observe, but will not be asked to present. ODOT staff will provide computer technical support for the meetings and work to arrange for a meeting facilitator.

Product: ODOT Operations and Policy staff will incorporate the joint review teams' regional and statewide project rankings into an Excel workbook to be used as final recommendation for the May PTAC meeting.

Item F2

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Public Transit Providers Needs Assessment

Welcome Transportation Providers

Transportation providers, you are about to take a very important survey. The purpose of this survey is to gather information from Oregon's rural small urban and special transportation providers about their transit facility and fleet expansion needs over the next five years. ODOT Rail and Public Transit Division (RPTD) will use this information to better understand the facility needs of our system, in discussion with decision makers, and for planning work.

To prepare for the survey you will need to know these basics:

- An estimate of your vehicle needs for service expansion over the next five years (do not include replacement vehicles).
- An estimate of your facility improvements and technological equipment needs over the next five years.

Be practical about what is needed, but don't reject a needed item just because there is no funding scheduled for it.

This survey contains eight questions. Review the complete survey before you begin; this will help you to have all the necessary information for answering questions.

This survey allows you to stop and save your information. Make sure to click on the next button on the bottom of the page when you are ready to move to the next page. This will ensure the response has been saved up to that point. To come back later to the survey after reviewing, click on the provided survey link.

Note: If you collaborate with another entity to offer rural or special transportation services, coordinate your responses so that RPTD does not receive duplicate

information.

Please respond by **Friday, March 18th, 2016.**

For more information, contact Farah Naz at Farah.NAZ@odot.state.or.us

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Public Transit Providers Needs Assessment

Basic Information

1. Information

Name:

Email:

Contact Phone Number:

Organization Name:

County:

If you are reporting on behalf of other agencies, Please list the name of the agencies:

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Public Transit Providers Needs Assesment

Determine vehicles needs

This section of the survey is designed to determine vehicle needs for small urban, rural and special transportation providers in Oregon. The survey groups vehicles into following five categories:

- A. Large-size, heavy-duty transit bus (length: 35 to 40+ ft.; useful life: 12 years or 500,000 miles)
- B. Medium-size, heavy-duty transit bus (length: 30 to 35 ft.; useful life: 10 years or 350,000 miles)
- C. Medium-size, medium-duty transit bus (length: 25 to 30 ft.; useful life: 7 years or 200,000 miles)
- D. Medium-size, light-duty cut-away bus (length: 20 to 25 ft.; useful life: 5 years or 150,000 miles)
- E. Small, light-duty-van, minivan, station wagon, and sedan (useful life: 4 years or 100,000 miles).

2. Is your agency planning to expand the size of your current fleet (number of vehicles) in the next five years?

- Yes
- No

3. If yes, what are the reasons for this expansion? You can choose more than one answer.

- To meet current passenger demand by increasing fleet capacity for the existing service
- To meet unserved or under-served population demand by adding a new service

Other reasons

4. How many of each category would need to be purchased for expansion in the next five years? How many are planned for alternative fuel?

	Expansion	Alternative fuel option	No. of vehicles with alternative fuel
Large, heavy duty transit bus	<input type="text"/>	<input type="text"/>	<input type="text"/>
Medium-size, heavy duty transit bus	<input type="text"/>	<input type="text"/>	<input type="text"/>
Medium size, medium duty transit bus	<input type="text"/>	<input type="text"/>	<input type="text"/>
Medium size, light duty cut away bus	<input type="text"/>	<input type="text"/>	<input type="text"/>
Small, light duty bus, van, minivan, station wagon, or sedan	<input type="text"/>	<input type="text"/>	<input type="text"/>

Other (please specify)

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Public Transit Providers Needs Assesment

Service Demand and Service Design

This section is designed to estimate the additional trips that could be provided if expansion was possible. Following are definitions of types of service.

Fixed Route Transit: A system that provides regularly scheduled transportation service along a pre-designated route. Fixed route begins at a single origin and terminates its trip at a single destination, typically with multiple pre-designated stops on the route.

Demand Respond Transit: A system of transporting individuals which is not a fixed route system. It is characterized by its ability to serve various origins and destinations based on passenger need. Route deviation service open to the general public is included in this category.

Commuter Bus: A fixed route scheduled express service beginning at a single origin with limited intermediate stops to the destination.

Intercity Bus: A longer distance scheduled fixed route service that connects communities in one regional market area to another, most often interfacing with other regional and interstate public transportation options.

Complementary Paratransit: The Americans with Disabilities Act (ADA) requires public transit agencies that provide fixed route service for people with disabilities who cannot use the fixed route bus to provide additional accessible paratransit service. It must be provided within 3/4 mile of a bus route, at the same hours and days, for no more than twice the regular fixed route fare.

5. Estimate additional annual passenger trips you could provide with expansion vehicles.

Fixed Route	<input type="text"/>
Demand Response	<input type="text"/>
Commuter Bus	<input type="text"/>

Intercity Bus

Complementary
Paratransit

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Public Transit Providers Needs Assessment

Facility Needs

This section is designed to measure your facility needs for the next five years. You do not need to be precise in estimating facility need quantity and cost. Just make an estimate based on your five year plan.

6. Please provide quantities for each type of facility. Use the "other" box for a facility type not listed.

Passenger Shelter
total quantity

Bus Barn total
quantity

Maintenance
Building/Shop total
quantity

Bus Washer total
quantity

Fueling Station total
quantity

Secured Parking
total quantity

Transfer Station
total quantity

Administrative
Building total
quantity

Phone/Communication System total quantity

Other (Please specify the need and the quantity)

7. Please provide a rough estimated cost for the following needs. (Provide your answers without using comma)

Passenger Shelter total cost (\$)

Bus Barn total cost (\$)

Maintenance Buildings/Shops total cost (\$)

Bus Washers total cost (\$)

Fueling Station total cost (\$)

Secured Parking total cost (\$)

Transfer Station total cost (\$)

Administrative Building total cost (\$)

Phone/Communication System total cost (\$)

Other cost (as specified in the previous question) (\$)

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Public Transit Providers Needs Assessment

Technology Need

This section is designed to measure your technology needs of transit vehicles and facilities in next five years. Listed below are some definitions you might find helpful as you answer the questions:

AVL/GPS tracking: Automatic Vehicle Location is a means for automatically determining and transmitting the geographic location of a vehicle with the help of GPS (Global Positioning System).

Real Time Arrival Information: Information available to transit provider or customer about the current status of vehicle, approximate location and arrival time through dynamic signs at stops or internet at home or smartphone.

Automated Fare Collection (AFC): It is an automated version of the manual fare collection system. It is a collection of components that automates the ticketing system in public transportation.

Automatic Passenger Counter: A device that tracks passengers entering and exiting transit vehicles which accurately records boarding and alighting data.

Automated Voice Announcement System: A device that indicates route, direction, destination or next stops via speakers inside and outside of the bus.

8. What technologies are you planning to implement in next five years?

	Need	Priority
AVL/ GPS Tracking	<input type="text"/>	<input type="text"/>
Real Time Arrival Information	<input type="text"/>	<input type="text"/>
Automated Fare Collection	<input type="text"/>	<input type="text"/>

	Need	Priority
Automatic Passenger Counter	<input type="text"/>	<input type="text"/>
Automated Voice Announcement System	<input type="text"/>	<input type="text"/>
Software for Planning/Scheduling/Fleet Management etc.	<input type="text"/>	<input type="text"/>
Video Surveillance System	<input type="text"/>	<input type="text"/>
On Board Wi-Fi	<input type="text"/>	<input type="text"/>

Other (please specify)

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Public Transit Providers Needs Assesment

Thank You

Thank you for completing the survey. We appreciate your time and effort.

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Done

Public Transit Fleet Condition

Transit Condition: Percent of Public Transit buses purchased with state investment rated in a "State of Good Repair" or better condition.

Our strategy

ODOT's Rail and Public Transit Division partners with local agencies to provide buses that help communities offer safe, effective public transportation. Currently there are approximately 1,000 active transit buses operated in Oregon communities purchased with ODOT investment. An additional 1,000 big buses in Portland, Eugene, Medford and Salem are not included in this inventory as larger transit districts receive direct federal funding for their large buses and are not purchased with state investment.

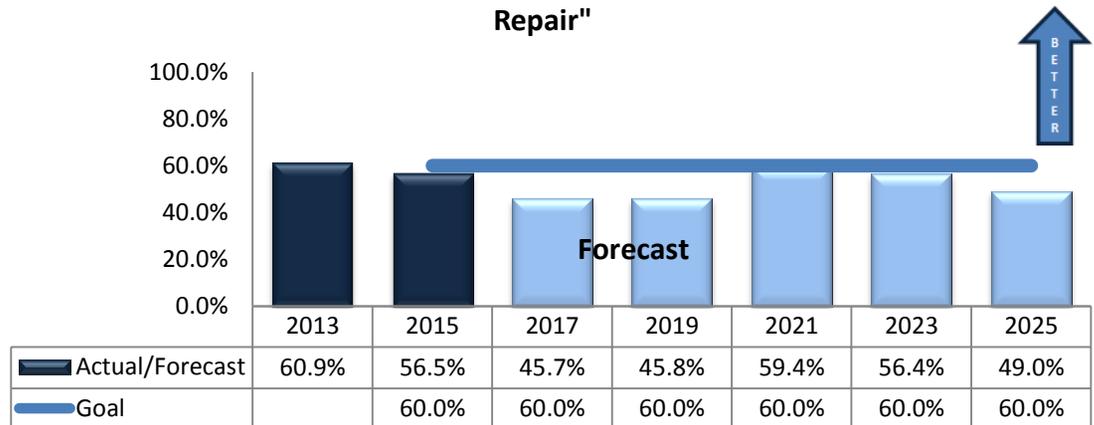
A performance goal is to keep the transit buses in a "State of Good Repair" (SGR), so that the public are riding in buses that are always in safe and comfortable condition at a cost effective price. The goal is to maintain an appropriate vehicle replacement schedule that replaces the bus before increased maintenance costs become a poor investment. The most cost effective investment strategy is to plan replacement purchases while the vehicles are still within a year of being less than adequate condition.

For planning purposes, replacement "condition" is estimated using a federal standard of expected age and mileage for each size of bus considered.

About the target

RPTD tracks the age, mileage and condition of vehicles. New federal requirements mandate that states set a planning target for replacing vehicles so that we can keep transit buses in a continuous "State of Good Repair" through efficient investment.

Transit Vehicle Condition - Percent of Public Transit Buses purchased with state investment rated in a "State of Good Repair"



Fact

The majority of rural transit vehicles; Small Transit buses, A.K.A. *Cutaway or Body-on-Chassis*, useful life is only 5 years or 150,000 miles

Transit Fleet Condition, cont.

RPTD is working with stakeholders and planners to determine the appropriate formal target for Oregon. Until that work is completed, staff has proposed a target that 60% of vehicles be within the age standard for their category.

How we are doing and how we compare

Approximately half of the buses are nearing replacement age. Currently, ODOT receives about \$3 million annual dedicated federal revenues and about \$3 million annual legislatively directed ODOT federal revenues to replace vehicles. This is about \$5 million short of needed to improve the current condition. The Oregon Transportation Commission has planned to add \$5 million each year for 2019, 2020 and 2021. This will bring the fleet to 60% within the age standard. This cost does not include potential upgrades to using new vehicle technology that enhance communication, safety and access. Data is not currently available to compare Oregon with other states. The new federal



requirement for state targets and reporting will allow comparisons to be possible within the next five years.

Factors affecting, results and what needs to be done

Local governments and providers own and operate the buses that ODOT holds security interest in. They decide when to replace vehicles based upon vehicle condition and their ability to meet requirements for local match. Oregon transit providers often have difficulty raising the required local funds on optimum replacement schedules.

Legislative support for the Special Transportation Program in 2013 and 2015 returned state funding to prior program levels. This support will help providers to meet local match requirements for replacing smaller vehicles. Continued funding stability will be essential to maintain and continue this progress.

About the data

ODOT RPTD maintains a registry of vehicles and providers that report condition and mileage. Transit providers in Oregon report on their federally funded ODOT RPTD assets

through the Oregon Public Transit Information System (OPTIS).

This new key performance measure provides a better understanding of the condition of the state's vehicle assets used in public transit and will help the state to plan resources to keep vehicles in a state of good repair.

Contact information

Dinah Van Der Hyde
ODOT Rail & Public Transit Division
503-986-3885

Data sources

ODOT Rail & Public Transit Division,
Policy Unit
OPTIS
National Transit Database