

December 2017



OPTP Investment Considerations

Discussion Paper

Oregon Public Transportation Plan

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Introduction

This memorandum describes the Oregon Public Transportation Plan’s (OPTP’s) Investment Scenarios, which articulate possible futures for the public transportation system as a result of different levels of funding. This document summarizes public transportation needs studies, which inform the Investment Scenarios, in addition to the OPTP’s goals, policies, and strategies. Together, these scenarios reflect a range of investment considerations that will inform development of the statewide public transportation system.

The OPTP provides policy guidance for development of the public transportation system statewide. The OPTP does not direct public transportation investment decisions; these decisions are made by local agencies. This memorandum explores potential public transportation outcomes through scenarios when there is more or less funding available for public transportation investment. These scenarios provide context and examples to inform future decisions. This memorandum provides considerations for providers as they develop these lists.

The OPTP’s Investment Scenarios apply globally to urban and rural communities across Oregon. They describe what the system may look like under different funding levels, but do not describe specific projects to be undertaken by individual providers.

The OPTP’s Investment Scenarios describe what the public transportation system might look like and how it would likely function under three different funding scenarios. One scenario considers the future under current levels of investment, and two additional scenarios envision the system with increased levels of funding. Other ODOT modal plans (Oregon Highway Plan, Transportation Options Plan, Bicycle and Pedestrian Plan, and others) typically include a scenario that assumes flat funding resulting in decreased buying power or even a reduction in funding, and several scenarios that envision increased funding. The OPTP Investment Scenarios in this memo generally follow this approach.

Like all states, Oregon is at the cusp of significant change for the transportation system in general and public transportation specifically. New and rapidly expanding services like ride- and car-sharing, transportation network companies (TNCs), coupled with emerging technologies like autonomous and connected vehicles, will have profound effects on the types of public transportation services offered by the private and public sectors and demanded by the public. Already, TNCs are bridging the “last mile” to public transportation, and car-sharing services are increasingly used as part of multimodal trips that include public transportation. The scenarios described in this memorandum contemplate these changes to the best of our ability. Regardless of technology and service changes, public transportation will continue to be needed, desired, and beneficial to Oregonians.

Understanding Public Transportation Needs

Public transportation “needs” i.e., the estimated funding required to make needed improvements to the public transportation system, inform the OPTP’s Investment Scenarios. Needs assessments answer the question, “what **resources** are required to meet public transportation needs?” while the

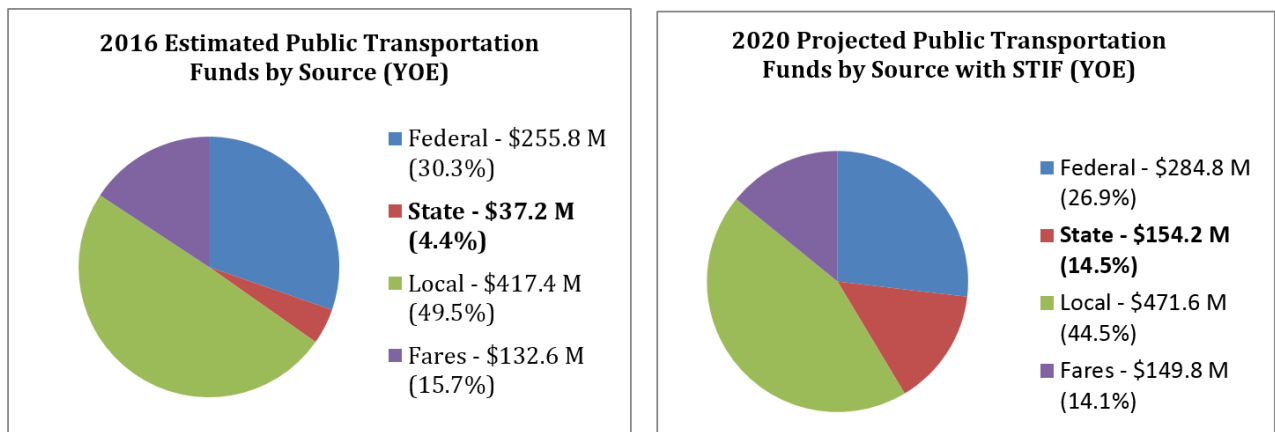
Investment Scenarios answer a different question about outcomes: “what **types of investments** could be made if more funding was available?” The Investment Scenarios apply the OPTP’s goals, policies, and strategies as a framework within which to describe how the state’s public transportation future might look under different levels of investment.

The Investment Scenarios draw on the *OPTP Needs Assessment* and other analyses of Oregon public transportation needs described below. The high-level funding estimate for each Investment Scenario is informed by these needs analyses. The range of Investment Scenarios built from these analyses is intended to articulate different “futures” for the public transportation system, based on more funding or less funding.

The OPTP Needs Assessment: Levels of Public Transportation Need

As of 2013,¹ approximately \$750 million in federal, state, and local funds was invested annually by Oregon providers in public transportation operations and capital. **Figure 1** shows the sources and amounts of funding in 2016 and 2020,² the latter including estimated funding from House Bill 2017, the legislative transportation funding package that includes significant new funding for public transportation. As the graphs show, the increase in estimated funding provided by HB 2017 raises the per cent of funds contributed by state level sources from 4.4% to 14.5%. While this is a substantial increase, the state remains one contributor of funds, with local and federal sources providing the majority of the total, and fares also an important contributor.

Figure 1. Sources of Public Transportation Funding in Oregon, 2016 and 2020



¹ The OPTP Needs Assessment relied on 2013 NTD data which was available in 2015/16 at the time the assessment was performed. More recent NTD data now available has been evaluated and found to be very similar to the 2013 data used in the assessment. Other funding information developed as part of the OPTP uses the most recent data available, generally 2015/16.

² The amount of investment and funding can vary substantially from year to year, largely due to variability in capital investment and funding.

In this context, the *OPTP Needs Assessment*³ was developed to describe three different levels of public transportation investment needed to achieve a range of service levels in 2045. (The *OPTP Needs Assessment* was intended to be a snapshot in time; it was completed prior to passage of HB 2017 in July 2017 and therefore does not include in its assumptions the new funding authorized by the bill). As noted above, “need” refers to the estimated resources required by public transportation providers to serve people living, working, and moving around in their communities. The *OPTP Needs Assessment* included the following levels of need:

- **Level 1: Baseline Need**

The estimated “Baseline Need” assumed that the level of service provided in communities (i.e. service miles), per capita, would remain the same in 2045 as today (prior to passage and implementation of HB 2017). The total amount of service provided in communities would increase to account for population growth. An estimated \$1.1 billion (2013 dollars) annually was projected to meet the Baseline Need in the year 2045.

- **Level 2: Reasonable Unmet Need**

This level of need estimated the cost of providing additional service to meet reasonable unmet public transportation needs. “Reasonable Unmet Need” was presented as a range. The higher end of the range was determined by considering the level of public transportation service in communities with a higher level of per capita service as compared to peer communities of similar population in Oregon, then estimating the resources needed to provide that same level of service across all similarly sized communities. The low end of the range was estimated by considering the average amount of service in each community type. An estimated \$1.7 to \$2.0 billion (2013 dollars) annually was projected to meet the Reasonable Unmet Need in the year 2045. (This analysis was conducted independent of new state funding from House Bill 2017, discussed below.)

- **Level 3: Additional Unmet Need**

This level was intended to describe public transportation service that supplies most or all public transportation trips that individuals would be likely to make, if service was available. This level, described qualitatively, recognized additional need beyond the Reasonable Unmet Need. For example, today in Oregon, about 600,000 individuals do not have reasonable access to public transportation service near their residence. “Additional Unmet Need” estimated what it might take to serve these individuals and make other service improvements around the state. In addition, it considered the high capacity transit needs of large urban providers, and included the typical capital and operations needs of smaller providers.

³ For more details on the methodology used, see the *OPTP Needs Assessment*: <http://www.oregon.gov/ODOT/Planning/Documents/OPTP-Needs-Assessment.pdf>

Other Public Transportation Investment Studies

The *OPTP Needs Assessment* provides context for and informs the OPTP's Investment Scenarios. The following sections discuss additional studies of public transportation needs conducted by the Oregon Transit Association (OTA), the Governor's Transportation Vision Panel, and the Oregon Transportation Commission (OTC) as information for development of HB 2017 (a statewide transportation investment), passed by the Oregon Legislature in July 2017. These studies provide additional context to assess the resources needed to realize the OPTP Investment Scenarios.

OTA Better Transit Proposal

In 2015, the OTA released a funding proposal based on work the organization conducted to understand the needs of individual providers across the state. The *Better Transit* proposal⁴ envisioned a \$100 million per year increase in public transportation investment, with approximately \$70 million raised via an increase in the payroll tax to support TriMet in the Portland metro region. As proposed, the state would provide the remaining \$30 million to increase service throughout Oregon, providing new stops and upgraded technology.

Governor's Transportation Vision Panel Report

In 2016, the Transportation Vision Panel released its report, *One Oregon: A Vision for Oregon's Transportation System*.⁵ The Vision Panel was convened by the Governor to conduct a study of transportation needs throughout the state. This report provides a summary of the status of various transportation modes and recommendations for addressing funding gaps for each. Public transportation was a theme consistently heard by panel members in public meetings conducted in all regions of the state. For public transportation, the final report notes that "\$108 million invested annually could meet basic mobility needs of seniors and people with disabilities, help close gaps in service, and better leverage federal funds."

OTC Strategic Investment Proposal

In January 2017, the OTC released a strategic investment proposal for various modes of transportation in the state. *Strategic Investment in Transportation*⁶ describes the current state of investment for each mode, and articulates two alternative funding scenarios for each. An additional \$108 million per year was proposed as part of Investment Scenario 1, with about \$40 million of that dedicated to improving regional/intercity transit and \$40 million dedicated to urban transit. Investment Scenario 2 proposed additional investment of \$1.2 billion per year that would support increases in public transportation commensurate with the vision in the Statewide Transportation Strategy and the Portland metro region's Climate Smart Scenarios.

⁴ <http://www.bettertransitoregon.org/the-proposal/>

⁵ <https://visionpanel.wordpress.com/>

⁶ http://www.oregon.gov/ODOT/Get-Involved/OTC/OTC_InvestmentStrategy.pdf

House Bill 2017

HB 2017,⁷ passed by the Oregon legislature in July 2017, provides ongoing funding for public transportation through a statewide employee payroll tax of 0.10 percent. This tax will generate approximately \$100 million for public transportation in 2018, increasing to \$140 million annually by 2024. This level of funding is roughly equivalent to the investment level expressed in OTA's *Better Transit* proposal, the Transportation Vision Panel's recommendation, and by Investment Scenario 1 in the OTC's *Strategic Investment in Transportation*. The OPTP's policies and strategies reflect and build on the priorities articulated in the bill. HB 2017 represents a significant and stable investment in the future of public transportation, but even this level of funding will not meet all public transportation needs in the state.

Table 1 provides a comparison of public transportation needs studies in Oregon.

Table 1. Comparison of Public Transportation Needs Studies

Existing Annual Investment (2013)	\$756 million
OPTP Needs Assessment	Baseline Need: \$1.1 billion annually in 2045 Reasonable Unmet Need: \$1.7 to \$2.0 billion annually in 2045
OTC Strategic Investment in Transportation	Investment Scenario 1: \$108 million additional per year Investment Scenario 2: \$1.2 billion additional per year
Transportation Vision Panel	\$108 million additional per year
OTA Better Transit	\$100 million additional per year
HB 2017 ⁸	Approximately \$100 million additional per year, starting in 2019, increasing to \$140 million by 2024

⁷ <https://olis.leg.state.or.us/liz/2017R1/Downloads/MeasureDocument/HB2017/Enrolled>

⁸ HB 2017 taxes will be collected starting in July 2018. The first distributions under the new law will occur in 2019. There is uncertainty around the exact amount of funding that will be available; the dollar amounts presented are estimated and subject to change depending on payroll tax receipts and other factors.

Investment Scenarios

The OPTP Investment Scenarios describe what the public transportation system might look like under differing levels of investment. These scenarios describe a continuum of services and improvements that make progress towards the plan's goals, policies, and strategies. As noted earlier, these scenarios do not represent investment mandates, but instead provide context and decision-making guidance for providers by communicating the potential effects of various funding levels in urban and rural areas throughout the state. The scenarios describe how the system could evolve and the results of different levels of public transportation investment. **Table 2** summarizes the Investment Scenarios.

Public transportation funding is subject to uncertainty, including the investment made by HB 2017. Economic downturns can have dramatic effects on government revenues of all kinds, including employer and employee payroll taxes and property taxes which represent substantial sources of public transportation revenue. In addition, federal funding levels fluctuate over time. Federal dollars are a major source of public transportation capital improvement funding in both urban and rural areas; but programs and funding levels may change. Similarly, under each Investment Scenario, a steady and constant increase or decrease of funding is not likely. Rather, the scenario outcome descriptions below discuss likely cumulative effects over the plan horizon (to 2045).

Finally, under each scenario, new opportunities for service and private-sector partnerships will arise as a result of emerging technology and new companies including transportation network companies (TNCs). The impact of these changes on specific services and the public funding dedicated to those services is difficult to estimate, but that impact would likely apply across all three scenarios.

Table 2. OPTP Investment Scenarios

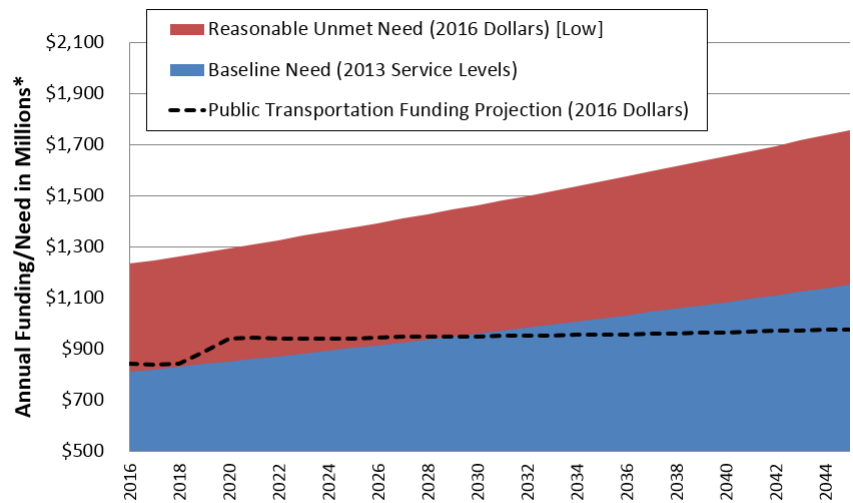
	Scenario 1: Preservation and Critical Improvements	Scenario 2: Expanding Service	Scenario 3: Realizing the Vision
Description	Funding increases to account for increased population (current funding level: equivalent to the investment from HB 2017)	Significant investment elevates public transportation across the state (equivalent to double the investment from HB 2017)	Additional investment funds most public transportation needs
Estimated change in funding from today ⁹	None <i>(Current investment level)</i>	+\$200 to +\$300 million per year, increasing with population growth over time <i>(1.3x to 1.4x current investment)</i>	+\$950 to +\$1.2 billion per year by the year 2045 <i>(2.3x to 2.6x current investment)</i>

Scenario 1: Preservation and Critical Improvements (Baseline Scenario)

Funding allows for preservation of the existing system and some improvements

Oregon’s population is growing rapidly, adding tens of thousands of new residents each year. New funding anticipated from HB 2017 will allow providers to improve service and keep up with population growth for about ten years; then demand from expected population growth starts to outpace HB 2017 funding (**Figure 2**). The increases in public transportation service funded through HB 2017 will help make transit a viable choice for many, and will particularly benefit those who are transportation disadvantaged, by providing more routes, more frequent service, more days of service, and potentially additional routes serving more areas.

Figure 2. Oregon Public Transportation Funding and Needs



*All figures are corrected to 2016 purchasing power

⁹ Table 2 dollars amounts presented in 2017 dollars

Scenario 1 could result in the following outcomes:

Public Transportation Service

Urban

Modest service increases. Current funding will allow for modest service increases in step with population growth. In the past, funding for public transportation has not kept pace with population growth, meaning that many providers will use new HB 2017 funding simply to “catch up” to the levels of service their expanding communities expect. Providers could implement more frequent service on some existing routes, a limited number of new routes, or expand service hours or days of service.

Extended service hours, more frequent service. Service hours and frequencies could be increased on existing routes to account for the evolving needs of a growing population. This may also mean a change from one type of service to another in small urban and rural areas: for example, fixed routes may replace today’s demand response service in some small urban communities and enhanced bus service may be introduced in busy corridors in medium-sized urban areas.

What happens if funding declines?

Public transportation funding is subject to increases and decreases based on the funding source; and sources include local, state, and federal sources, and fare revenue. Any of these sources may experience declines due to changing conditions. State funding may decline temporarily due to economic recessions that affect payroll tax receipts, for example. ODOT and local providers in most cases do not have control over these risks. When funding declines, service reductions and other impacts could occur. Potential impacts from reduced funding include:

Reductions in service. Providers would strive to maintain overall service to the extent possible, but local providers would have to make some service reductions as they seek to preserve core services.

Limited service in rural areas. Rural providers are particularly dependent on federal funding and operate with thin budgets. Stagnant or reduced funding would significantly impact rural providers as they do not typically have substantial farebox revenues or other local revenues to support service.

Regional connections remain unchanged or experience service declines. The ability of public transportation providers to supply regional services such as connecting to the neighboring system or the next larger town would likely decline in urban and rural areas alike.

Amtrak Cascades and POINT experience a reduction in service. POINT service is dependent on federal funding while Amtrak Cascades is dependent on funding from the state’s general fund (in addition to farebox revenues), making both services vulnerable to declines in funding. Even a temporary reduction or interruption of Cascades service could make it difficult to resume service in the future.

Older equipment kept in use longer. Providers will need to keep older equipment in service longer, increasing the likelihood of equipment breakdowns, service disruptions, and increased maintenance costs. In addition, they would likely forego implementation of new technologies like efare or fleet technologies like automatic passenger counters (APCs).

Rural

Expanded demand-response systems and improvement to fixed route service. Days or hours of service for demand response systems in rural areas could be expanded. Demand response systems may be able to purchase additional vehicles and hire more drivers to decrease response times to rider requests. Fixed route services, which in rural areas generally operate several round trips each day, could increase service frequencies to hourly throughout the day, or expand the times and days that the service is offered.

Intercity

Better connections between systems and regions. More funding would allow for more staff time and resources dedicated to linking the state's local public transportation systems. Enhanced connections could include timed transfers between different systems, more transfer points between systems, and resource sharing among systems to deliver needed regional connections that are not provided today.

Regional and intercity services see minor increases. With this scenario, regional and intercity bus services supplied by local providers will see some minor increases in frequency or routes. Amtrak Cascades service will likely remain static, while additional efforts are made to increase ridership. Significant capital investment in Cascades service is unlikely. While HB 2017 does not provide additional funding for ODOT-funded POINT services, some increase in service may be possible through the reallocation of existing resources.

Agency and Rider Experience

Technology

Some investment in new vehicles/public transportation technologies. Under this scenario, providers would make modest investments in existing or new technologies. For example, real-time travel information for riders could be more widely available in medium-sized urban areas and efare programs could be expanded to many fixed-route systems around the state. Smaller providers that have not yet implemented automatic passenger counters (APC) or automatic vehicle locators (AVL), for example, could implement these technologies to aid service planning and delivery. Additionally, some investment would be made in information technology and partnerships with public agencies and private companies such as TNCs to better enable first and last mile access.

Expansion of efare. Efare is a transformational technology for riders and providers alike, allowing for a more seamless fare payment system, more equitable fare assessments, and better data collection for providers. Efare, presently available on the TriMet and RVTD systems, would be expanded to other public transportation systems, including other medium-sized urban, small urban, and county systems. The smallest systems such as those serving rural Oregon counties likely would not implement efare.

What does HB 2017 mean for communities in Oregon? ¹⁰

For the *Rogue Valley Transit District (RVTD)*, HB 2017 funding likely will allow the agency to invest in a new express route between Medford and Ashland, a new local circulator route in the community of Central Point to the north of Medford, as well as a fixed-route circulator to link downtown Ashland to the surrounding area. In addition, RVTD will be able to provide more weekend service and expand the hours services are offered during the week. These improvements will significantly expand access and opportunity in Rogue Valley communities. While these improvements will benefit nearly all users, some needs require additional funding. Expanding and keeping the bus fleet in good repair is a critical need that will require robust funding in the future. HB 2017 will fund about 30% of the projects in RVTD's long range plan, meaning the new funding from HB 2017 is a significant down payment on community needs.

For *Cherriots (Salem-Keizer Transit)*, HB 2017 will likely allow for restoration of weekend and holiday service – long sought by the Salem community since Saturday service was cut in 2008 due to a lack of adequate local funding to support that level of service. Additionally, Cherriots likely will be able to extend service later into the evening on many routes. Similar to RVTD, some needed improvements (such as increasing service frequency on routes that presently have service once per hour, or expanding coverage in several areas) may remain unfunded for many years. HB 2017 will have a significant positive and transformational effect on the communities Cherriots serves, but some community needs will still require additional funding in the future.

Fleet

Equipment maintained generally in good repair. This level of funding would allow providers to keep more of their vehicles and other infrastructure in good repair. Most equipment would not need to be kept in service beyond its useful service life. Providers likely would have an opportunity to invest in low- or zero-emission vehicles as they expand and replace their fleets.

Communication and Coordination

More resources devoted to coordination, planning, and communication. Providers would increase engagement with the jurisdictions and communities they serve to identify opportunity for new connections to neighboring systems, plan jointly for future service, and respond to community needs. Local providers would engage in more near- and long-term planning for maintenance, preservation, and service expansion. Local providers would have more resources to commit to communication, education, and outreach to riders.

More one-stop information available. Under this scenario, staff and funding resources would be dedicated to creating and maintaining a single centralized source of public transportation information in Oregon. While short of the resources required to include all systems in the state, this level of funding would enable riders to get information about multiple regions at a single online location, as well as at a call center and/or strategically placed “brick and mortar” locations.

¹⁰ Based on conversations with RVTD and Cherriots staff, August 2017

Scenario 2: Expanding Service

Significant investment elevates public transportation across the state

This scenario would build on the investment from HB 2017 and result in substantial expansion of public transportation service in communities across Oregon through the entire OPTP planning horizon (to 2045). Providers would be able to increase service frequency, the types of services available, and the days and hours that service is offered throughout the state. Context-specific service increases would mean that public transportation can meet many daily travel needs for Oregonians. For example, small urban areas (most of which today have only demand-response and limited fixed-route service) would have more fixed-route service that reaches further into communities with increased service frequencies. Increased public transportation service will benefit those who are transportation disadvantaged by providing more routes, more frequent service, more days of service, and potentially additional routes serving more areas.

Scenario 2 could result in the following outcomes:

Public Transportation Service

Urban

Substantial service expansion. With this level of funding, urban providers in communities around the state will be able to improve service in multiple ways, including longer service hours, more frequent service on existing routes, new routes and geographic coverage, and new fleet vehicles and vehicle types. This could include bus rapid transit, or enhanced bus priority investments in large and medium-sized urban areas.

Rural

Demand response service available in most rural locales. Most rural residents of Oregon would have access to a demand response public transportation system. Providers would be able to invest in sufficient vehicles and new drivers to provide improved response times to riders.

Limited fixed route service between and within communities. Fixed route service would replace demand response service between population centers in rural areas. Some new routes could serve commuters, while others might run at hourly service frequencies during the week.

Intercity

Increased regional and intercity service, including major rail capital investment. Local providers are able to provide additional regional service for their riders and visitors that is well coordinated with neighboring systems. Intercity bus such as POINT would be expanded on existing routes, and the state could add several additional routes to serve intercity corridors not well served by local providers or the private sector. Increased funding may allow continued investment in Amtrak Cascades. In this case, the Cascades service would see increased investment in the Willamette Valley rail corridor to begin

implementing the preferred alternative of the Oregon Passenger Rail¹¹ project such as two additional trips on the corridor and improved sidings that allow for more opportunities for trains to pass one another.

Agency and Rider Experience Technology

Further steps toward fare integration. This scenario would increase coordination among many public transportation providers in Oregon, and take significant steps toward an integrated fare system including fare amounts, instruments, and purchasing systems.

Further expansion of efare to most public transportation systems in Oregon. Efare could be expanded to smaller systems, especially those in rural areas, to facilitate easy fare payment for nearly all Oregonians.

Expansion of new and emerging technologies. More providers may implement technologies like wifi on transit vehicles, while more communities would develop real-time traveler information systems and other technologies that improve the rider experience. There would be more opportunity to collaboratively plan and implement creative solutions to first and last mile access through technologies and partnerships with private providers, bike- and car-share companies, TNCs, etc.

Fleet

Major vehicle fleet improvements. Most new public transportation vehicles would be low- or zero-emissions. Greater funding would enable new vehicles to be equipped with current technology in all communities, including automatic passenger counters, GPS, and other emerging technologies that prove helpful.

Communication and Coordination

Coordination, planning, and communication result in substantial benefits to providers and riders. Riders would be able to transfer between urban public transportation systems with ease at multiple connection points. New public transportation service would be closely coordinated with local jurisdictions, private developers, and others to ensure that the interests of all are fully addressed. Providers would have sufficient resources to devote to rider education, outreach, and communication, as well as increased coordination with services like bike and car share, to facilitate a seamless whole-trip experience in large urban areas, with benefits realized in smaller urban and rural areas as well.

Scenario 3: Realizing the Vision

Additional investment funds most public transportation needs

This aspirational scenario represents significant progress toward the vision articulated by OPTP policies and strategies. It is equivalent to the level of investment envisioned under the Reasonable Unmet

¹¹ For more information, see <http://www.oregonpassengerrail.org/>

Need from the *OPTP Needs Assessment* and Scenario 2 from the OTC Strategic Investment in Transportation. While not every need would be met, the majority of trips that riders want to take on public transportation would be served, systems and fares would be closely coordinated throughout the state, and integrated information about all public transportation services would be easily available in a single location. This scenario represents a very significant investment above current funding levels and would substantially expand public transportation services in nearly all areas of the state, both urban and rural. Providers would grow and expand in different ways that reflect the unique circumstances of the communities they serve. Scenario 3 would facilitate the highest levels of public transportation service and therefore attract new riders, provide a great benefit to those who rely on public transportation and have few other options, and serve visitors and tourists throughout the state.

There are multiple avenues possible to raise revenue and leverage resources to achieve this scenario. Federal, state, and local revenue increases would be required to achieve the improvements to the system described below. Partnerships at all levels of government, and between the public and private sectors, would be important to leveraging funds and improving service. The mix of new and increased fund sources and new partnerships would likely be different for each provider, reflecting their unique characteristics and decisions made in their communities.

Scenario 3 could result in the following outcomes:

Public Transportation Service

Urban

Major capital investments, including separated transitways and new high capacity transit. High-capacity transit and improvements that separate transit vehicles from traffic are expanded where needed throughout urban areas in Oregon. Additional corridors where transit vehicles are given priority treatments, bus-on-shoulder facilities, and/or separated transitways (rail or bus) would further increase capacity in congested corridors and would result in decreased travel times and public transportation options less affected by congestion. Currently, high-capacity transit is present only in Portland and Eugene-Springfield, under this scenario other urban communities would implement high-capacity services to serve congested or heavily travelled corridors.

Nearly seamless service with excellent regional connections. Under this scenario, riders would have a nearly seamless experience on the public transportation system. Riders could transition from one local public transportation system to another, transfer within a public transportation system, or transfer between modes without the inconveniences that result today from moving between systems. Fare integration, timed transfers, and increased investment in coordination and collaboration would make this possible. More public transportation services are available later in the evening and earlier in the morning, mid-day frequencies are greater, and there are additional services in rural areas, including an expansion of fixed route service.

Rural

Rural public transportation services meets most travel needs. While rural areas of Oregon are unlikely to see the types and amount of public transportation service that urban areas receive, under this scenario, nearly all rural residents would have access to a demand response or fixed-route system to enable local trips. Connections between systems would allow rural residents to access urban areas with minimal transfer time and delay.

Intercity

Higher-speed passenger rail service developed. In addition to the Regional and Intercity improvements described for Scenario 2 (Expanding Service), funding at this level available for intercity rail investment could result in full development of the preferred alternative for higher-speed passenger rail in the Willamette Valley, including the planned six additional trips per day, improved tracks and sidings, and upgraded signaling systems.

Agency and Rider Experience

Statewide one-stop information available. Significant staff and funding resources would be dedicated to creating and maintaining a single centralized source of public transportation information in Oregon. Information about systems throughout the state would be available in a single online location and call center, as well as at strategically placed “brick and mortar” locations and kiosks.

Technology

Full fare integration achieved. This scenario would result in a universal fare system across most or all public transportation providers in Oregon. Riders would be able to seamlessly transition between and within public transportation systems in the state using a common fare system.

Public transportation technologies widely implemented on all systems. New technologies would be implemented in smaller urban areas and on rural systems to a much greater extent than Scenario 1 or 2, aided by aggressive implementation by the large urban providers.

Fleet

Fleet fully modernized to include low- and no-emission vehicles. This level of investment would allow for full conversion of the public transportation fleet to low- and zero-emission vehicles, helping the state achieve other state goals around greenhouse gas emissions reductions.

Communication and Coordination

Local providers closely coordinated to achieve a near-seamless riding experience. This scenario would permit providers to devote significant resources to communicating and coordinating with other providers throughout the state. Fare integration, seamless scheduling, and other improvements would allow riders to complete all trips with ease. Integration with expanded first and last mile solutions such as car share, taxis, TNC services, park and rides, and bike share, would allow riders to switch between these services to complete their trips seamlessly. Strategic collaboration between public agencies and private partners including TNCs would create opportunities for new communication methods and improved service.