

Oregon Public Transportation Advisory Committee (PTAC)
ADVANCED AGENDA NOVEMBER PTAC MEETING
November 9, 2015 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>

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 7/13/2015 Review and request approval of Meeting Minutes from 9/12/2015 (Julie Brown, PTAC Chair) (Handout A1 and A2)
1:20-1:30	Item B	Opportunity for Public Comment
1:30-2:00	Item C	Guest Presentation: Dan Bower, Executive Director for Portland Streetcar, Inc. Informational/Discussion. (Handout C1)
2:00-3:15	Item D	Transportation Funding Package Discussion Informational/Discussion. <ol style="list-style-type: none">1. OTC Workshop (Handout D1) http://www.oregon.gov/ODOT/COMM/pages/otc_main.aspx2. OTA Legislative Workshop3. Governor's Vision Work (Handout D2) https://visionpanel.wordpress.com/bike-ped-transit-passenger-rail-subcommittee/4. Modal Advisory Committee Chairs Work5. Oregon Transportation Forum Work (Aaron Deas, Tri-Met Office Of Gov Affairs)
3:15-3:25		Break
3:25-4:15	Item E	RPTD Program Update Receive informational update from the following: <ul style="list-style-type: none">• ConnectOregon VI: Application Review Timeline and Final Review Committee Members (Hal Gard, RPTD Administrator)• Passenger Rail Open House (Hal Gard, RPTD Administrator)• Vision Implementation Update (Robin Bjurstrom, RPTD Manager)• RST Pilot Project Update (Robin Bjurstrom, RPTD Manager)

- State Management Review Update (Sharon Peerenboom, RPTD Analyst)
- OTP Update (Lucia Ramirez, Principle Planner)
- STF Discretionary Funds Update (Dinah Van Der Hyde, RPTD Mgr)

4:15-4:30 Item F

Final Reminders & Adjournment

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

Travel Home Safely

Embrace Your Options



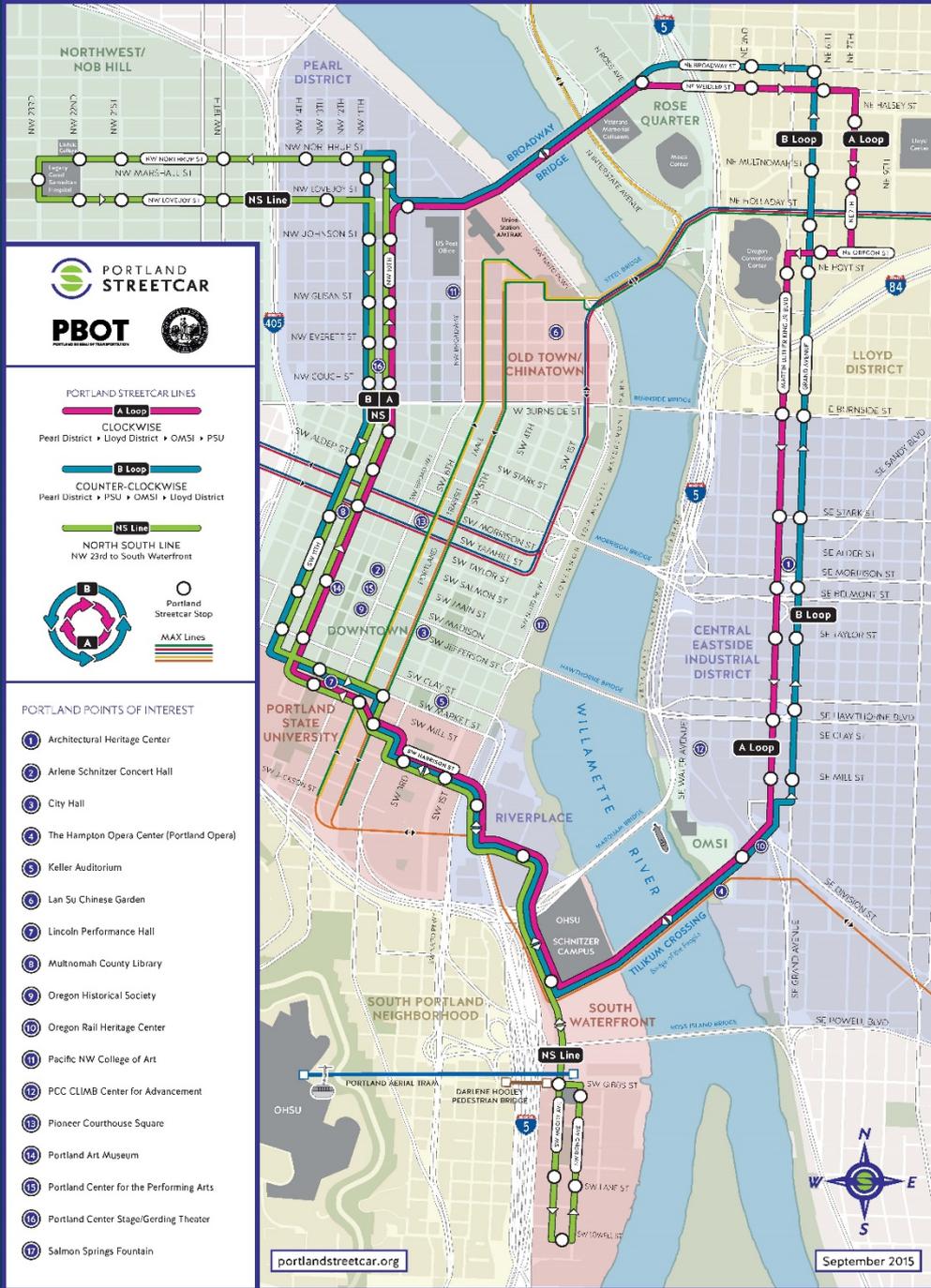


2001 ----- 2015



PORTLAND STREETCAR





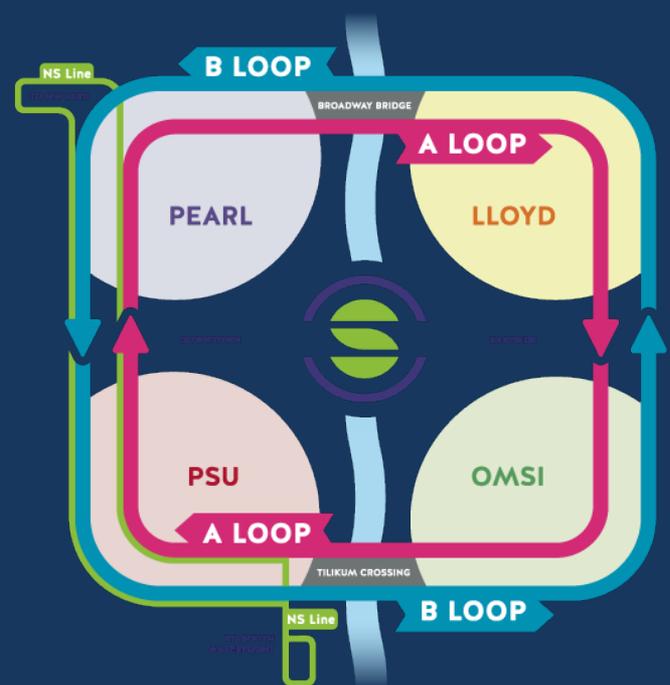
Service Plan Effective September 2015
 North/South Line (6 streetcars) and A/B Loops (4 streetcars each)
 3 spare streetcars; 56 operators and 9 mechanics

Monday – Saturday
Every 15 minutes
 10:00am – 7:00pm

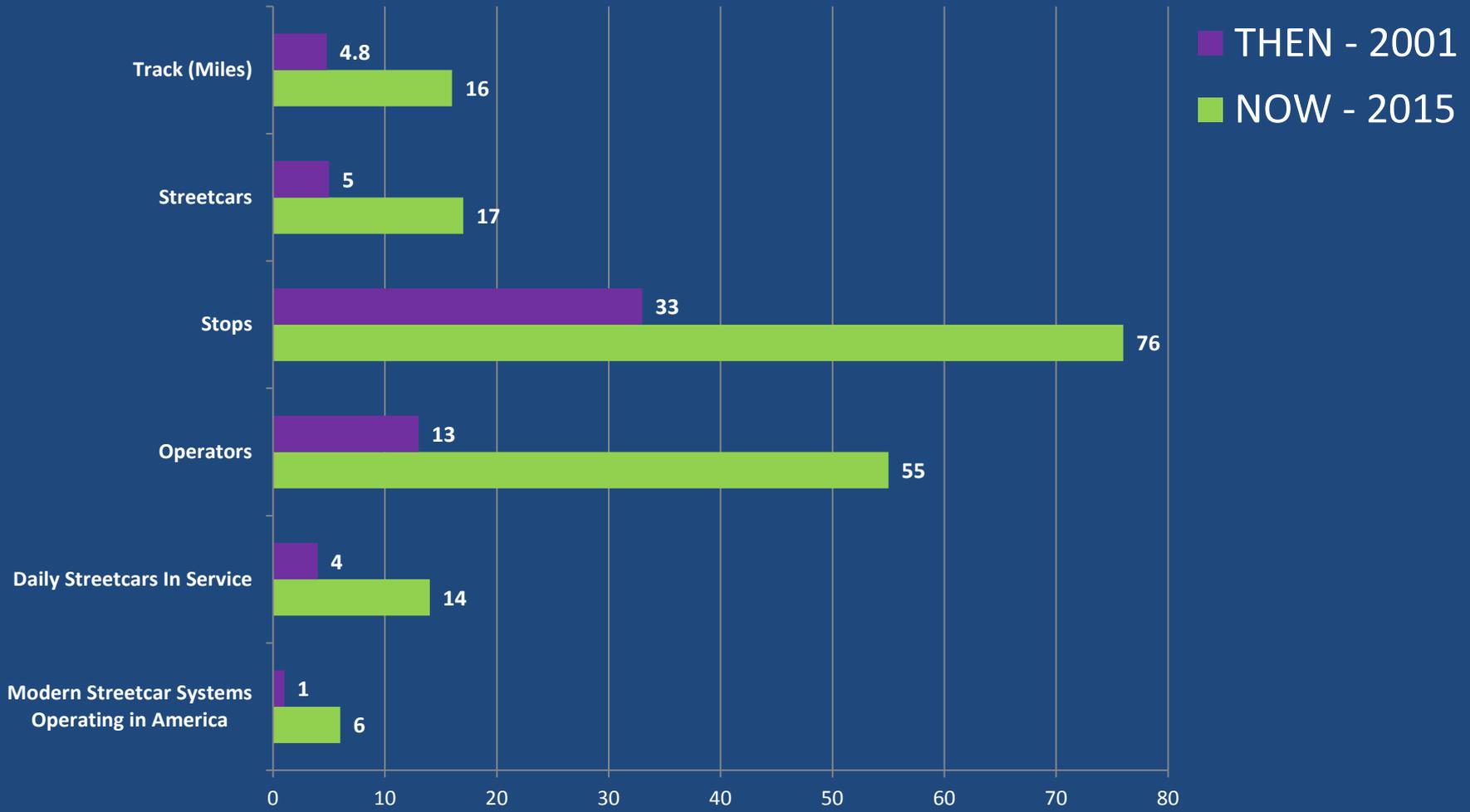
Every 20 minutes
 5:30am – 10:00am
 7:00pm – 11:30pm

Sunday
Every 20 minutes
 7:30am – 10:30pm

Weekday Ridership ~ 15,000/day



Portland Streetcar System by the Numbers: Then (2001) and Now (2015)



Light Rail vs Streetcar



Light rail

- Interurban connections
- Connect regional centers
- Range in the 7-20 mile distance
- Stations spacing $\frac{1}{2}$ –1 mile
- Larger stations
- Exclusive right of way
- Separate traffic signal control



Streetcar

- Urban circulators
- Connect neighborhoods
- Range in the 2-5 mile distance
- Stations $< \frac{1}{2}$ mile
- Smaller stations
- Mixed traffic operations
- Fits in existing traffic system

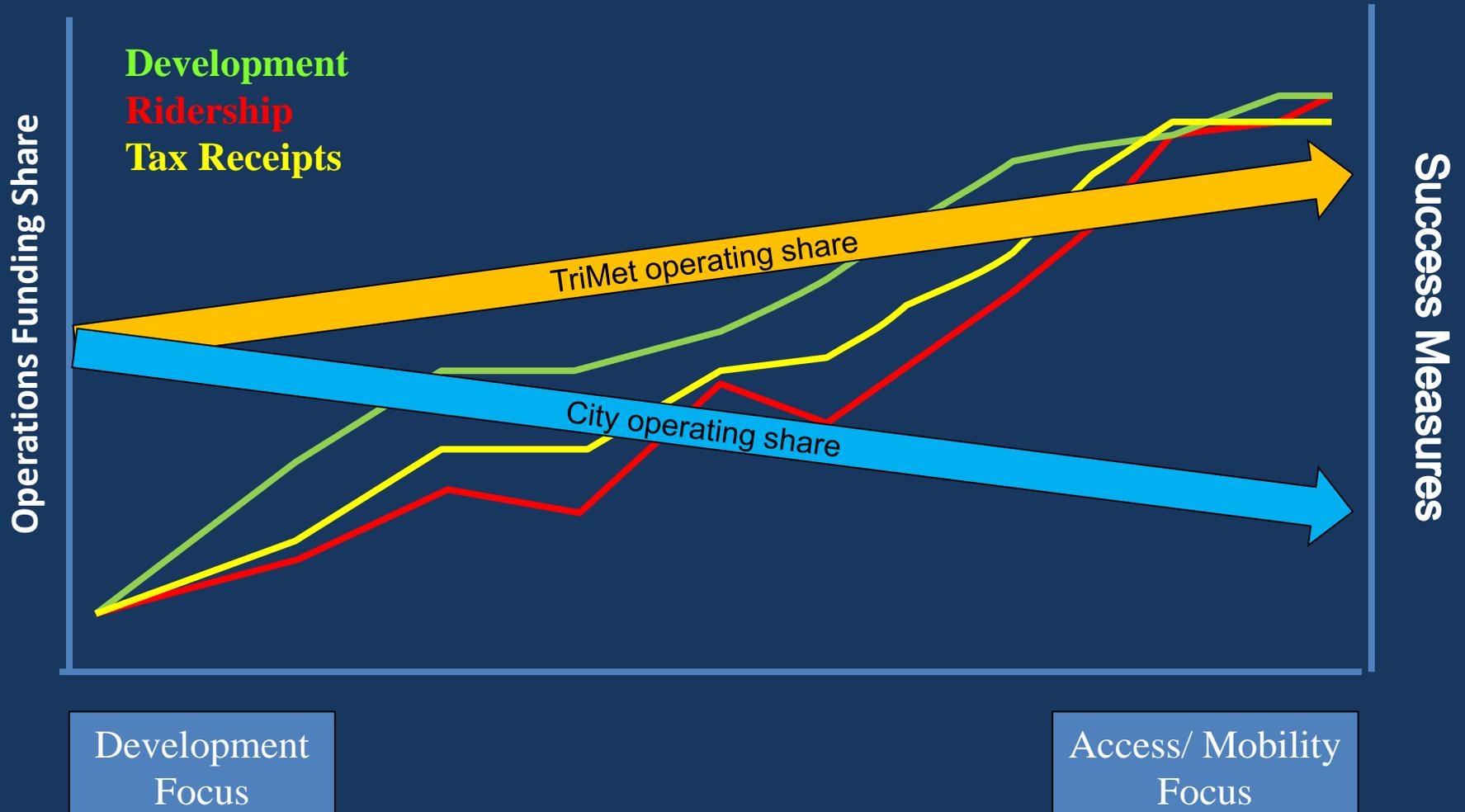
Portland Streetcar Structure

- The City of Portland owns and maintains the Portland Streetcar system; it's also the lead development agency and in charge of land use planning in Portland.
- TriMet is the regional transit provider and supports Streetcar by providing trained operators and mechanics as well as providing operational expertise and funding.
- The non-profit Portland Streetcar, Inc., through its Board of Directors, and with authority granted by the City, provides oversight and assistance for planning, operations, budgeting, customer relations and streetcar best practices.
- All three agencies collaborate on transportation and land use planning in the region. Their relationship is governed by the Streetcar **Master Agreement** which was adopted by the TriMet Board of Directors and City Council in 2013.



PORTLAND
STREETCAR

FOCUS SHIFTS OVER TIME



Connecting the Entire Community

66%



**of streetcar trips
begin at home**



Connecting the Entire Community

The top destinations for Portland Streetcar riders:



Work 32%



Shopping/Dining 26%



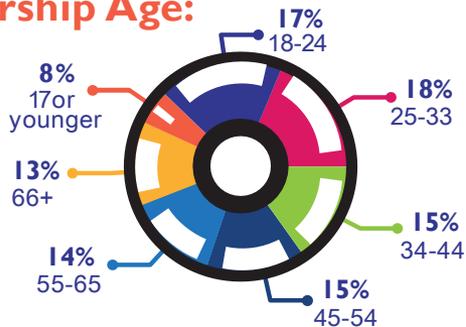
College Class 17%



Connecting the Entire Community

A system that serves everyone

Ridership Age:



LESS THAN 3%
of riders are tourists

38%

of streetcar riders come from households without a car

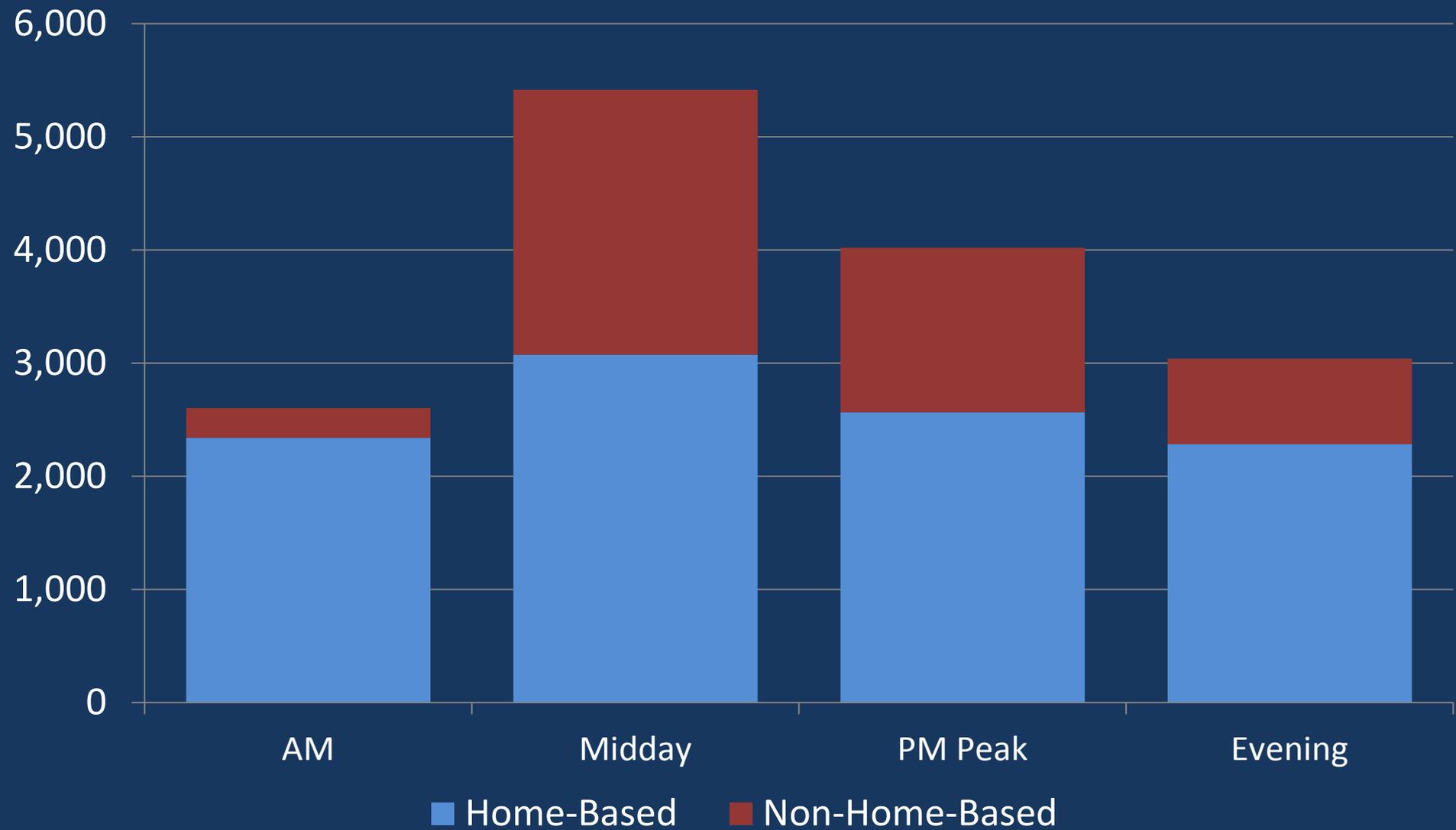


25% of streetcar riders earn less than **\$20,000** per year

23% of streetcar riders do not have a **driver's license**



Portland Streetcar Trips by Time of Day

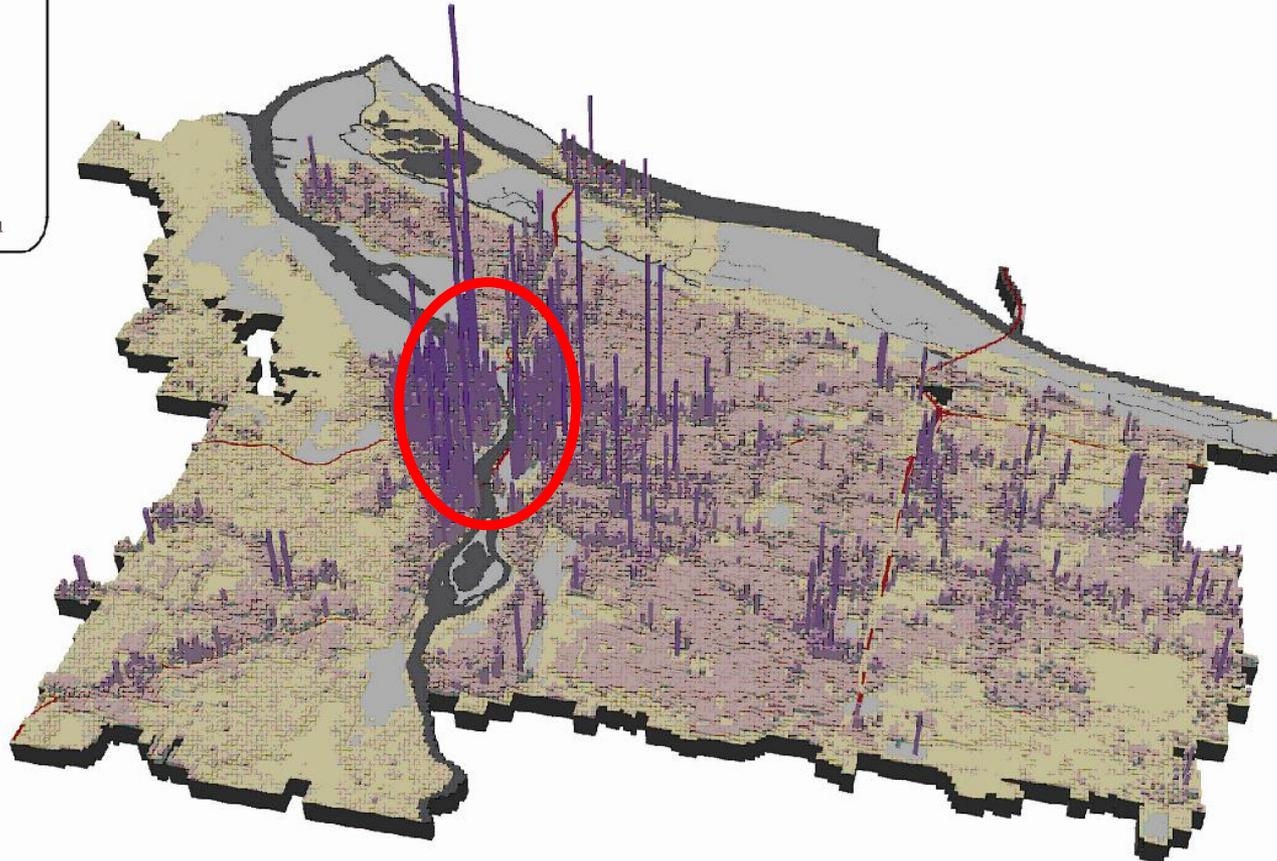
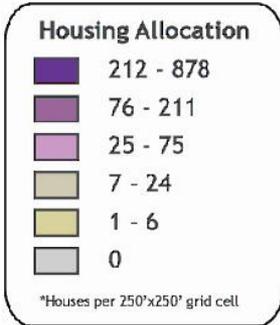


Streetcar as a planning and development tool



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

City of Portland, Oregon
Charlie Hales, Mayor · Susan Anderson, Director



Buildable Lands Index 5-year Lookback
Proposed Comprehensive Plan Housing Allocation



10 Units/Acre



60 -100 Units/Acre



250 Units/Acre



Density after Streetcar was built



Density before Streetcar was built

New Development in Corridor from 1998 to 2015



\$4.5 billion

- Since 1998, \$4.5 billion* in market value** has been developed in the corridor.
- New development comprises 28% of the total market value in the corridor.

22.9 Million Total Square Feet

7.7 Million Commercial SF

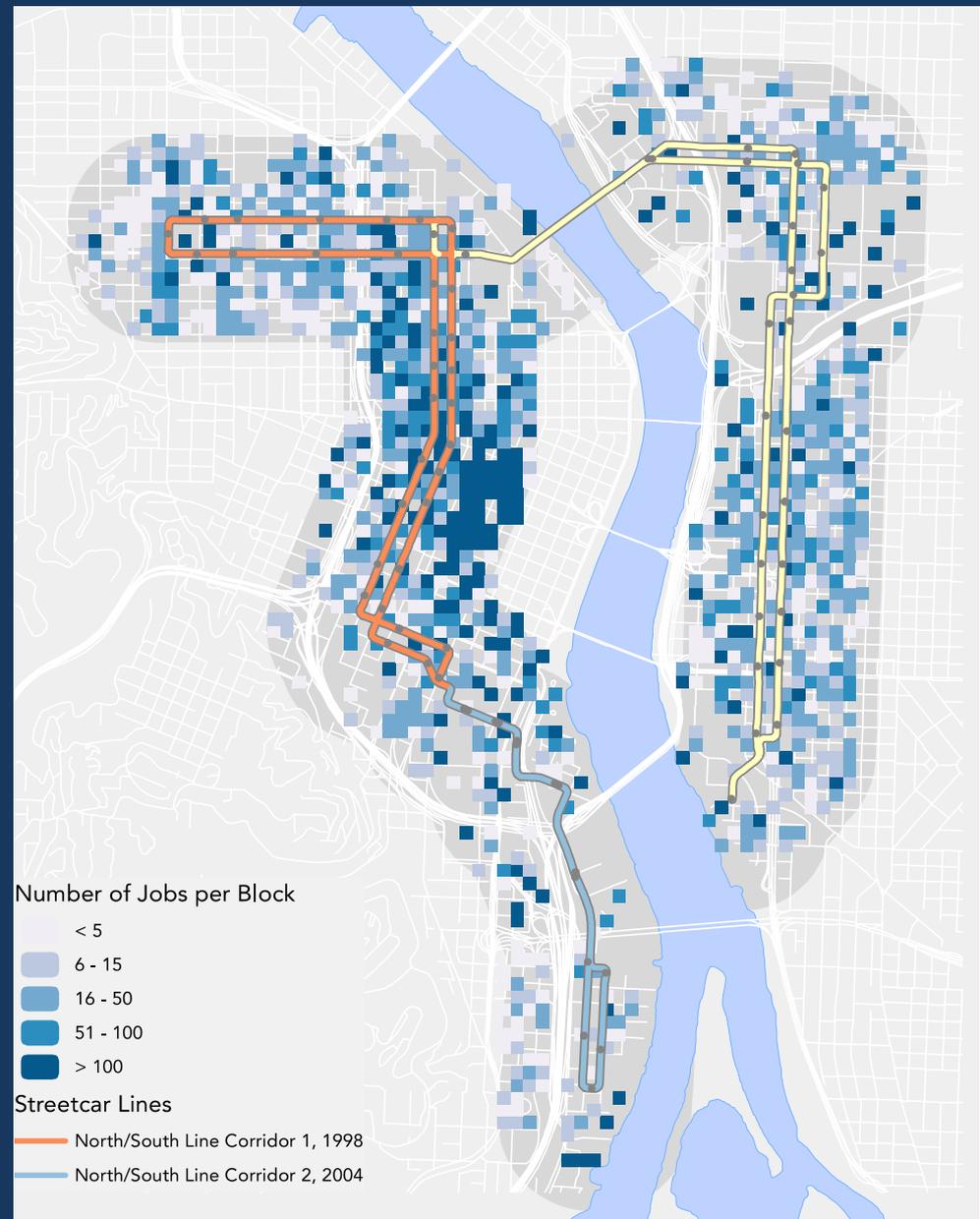
17,900 Units of Residential

Real Market Value (RMV) is “the amount in cash that could reasonably be expected to be paid by an informed buyer to an informed seller”

Job Density 2013

- 109,181 Jobs in Corridor
- \$6.7 Billion in income
- \$61,400 Average Income

Streetcar Corridor
Accounts for 32.7%
of Jobs in the City
in 2013



Population Growth

Streetcar Corridor



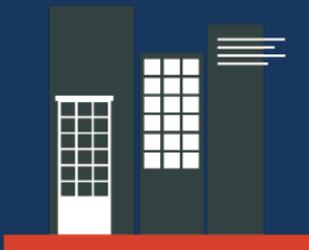
24,600



33,250

+ 34.9%

City of Portland



529,000



594,700

+ 12.4%

2000

2013

Streetcar Corridor



Households without a vehicle

38.6%

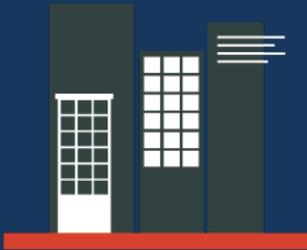
% 18+ With Bachelors Degree or higher

54.8%

City of Portland

15%

43.8%



2013

Transportation mode to work

% walk

% public
transit

% private
transportation

Streetcar Corridor

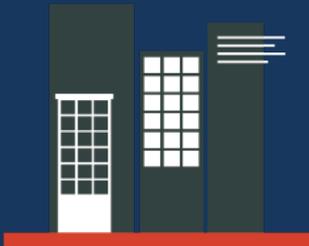


22.5%

18.4%

43.2%

City of Portland



5.8%

11.6%

61.8%

2013

Challenges

- Vehicle Procurement

Very specialized, long lead times and few suppliers in the US.

- System Demand

Over-capacity at mid-day peak, need more frequency to serve major attractions, and need more spare vehicles to manage service at PM peak.

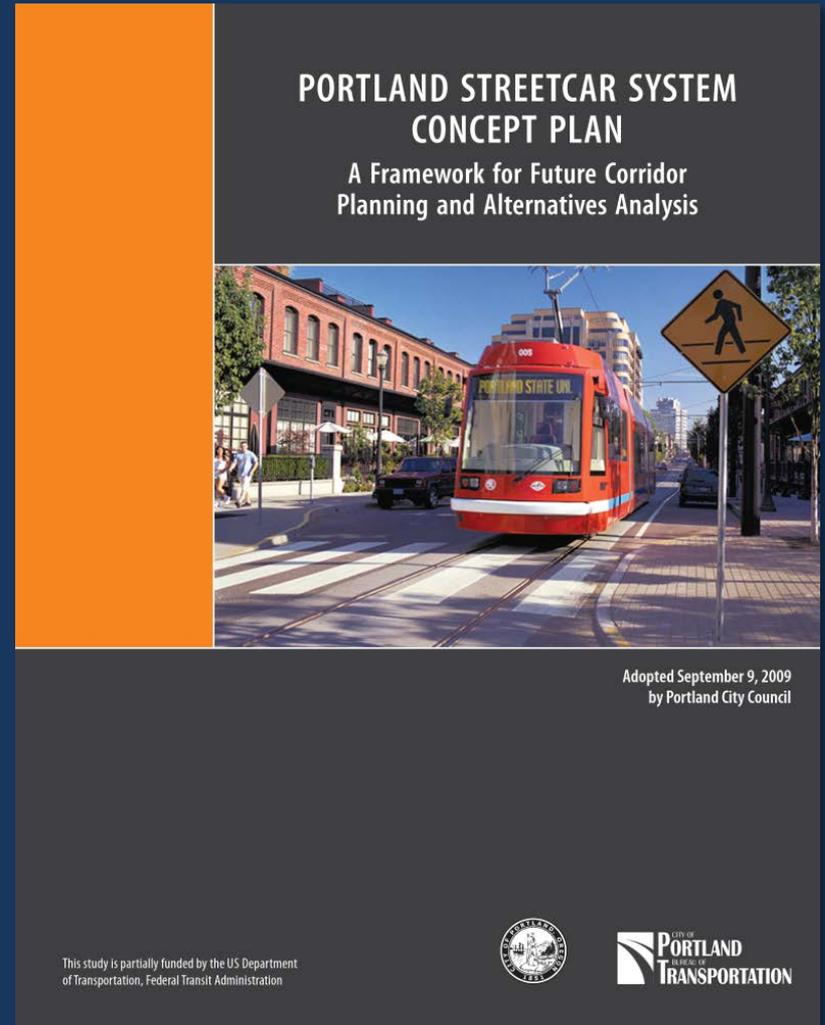
- Growing Congestion

Managing service in a constantly growing community is challenging looking for ways to speed up service



What's Next for Streetcar?

- Increasing focus on safety and security
- Electronic Fares
- Long term capital plan
- System and fleet expansion to meet growing demand



Questions



**OREGON TRANSPORTATION COMMISSION
ANNUAL WORKSHOP AND FORMAL MEETING AGENDA
November 12-13, 2015
Silverton, Oregon**

Thursday, November 12

**MONTHLY MEETING AND ANNUAL
WORKSHOP AGENDA**

*The Oregon Gardens, Main Lodge
895 West Main Street, Orchid Room
Silverton, Oregon 97381
(503) 874-2500*

- 9:00 AM** Agenda review and briefing session with ODOT staff in *Lotus Room*.
- 10:00 AM** **Workshop #1** – Vision for the Federal Transportation Program (*30 mins., Congressman Earl Blumenauer*)
Congressman Blumenauer will share his insights on big picture transportation issues.
- 10:30 AM** **Workshop #2** – Governor Brown’s Charge to the Commission (*20 mins., Oregon Governor Kate Brown*)
The Governor will give her charge to the Commission and describe her transportation agenda.
- 10:50 AM** **Workshop #3** – Governor’s Transportation Vision Panel (*45 mins., Governor's Transportation Policy Advisor Karmen Fore; Governor's Transportation Vision Panel Co-Chairs Tammy Baney and Gregg Kantor*)
Receive an informational presentation on the work of the Governor’s Transportation Vision Panel.
- 11:35 AM** *Commission and workshop participants pick up lunch in Lotus Room and return to Orchid Room. (30 mins.)*
Invited participants will pick up boxed lunch from Lotus room and bring them into the main room. Other attendees can get lunch from the restaurant down the hall.
- 12:05 PM** **Workshop #4** - Dialogue between Vision Panel and ACTs (*75 mins., Vision Panel and ACT Chairs*)
Engage in a dialogue with the Area Commissions on Transportation (ACTs) and the co-chairs of the Governor’s Transportation Vision Panel.
- 1:20 PM** **Workshop #5** – Discussion with ACTs and Modal Committees regarding project selection for *ConnectOregon* and the Statewide Transportation Improvement Program (*90 mins., ACT and Modal Chairs*)
Participate in a discussion with Area Commissions on Transportation (ACT) and modal committee chairs about STIP and *ConnectOregon* project selection processes.

**OREGON TRANSPORTATION COMMISSION
ANNUAL WORKSHOP AND FORMAL MEETING AGENDA
November 12-13, 2015
Silverton, Oregon**

Thursday, November 12, (continued)

2:50 PM **Workshop #6 – Trade and Logistics Initiative – Keep Oregon Trade Moving (45 mins., Peter Friedmann, Lindsay Hart LLP and Dan Smith, Tioga Group)**
Receive a presentation on the Oregon International Trade and Logistics Initiative.

3:20 PM **Workshop #7 – Rail Transport Safety Panel Discussion (45 mins., Oregon State Representative Barbara Smith-Warner; Oregon State Fire Marshal Mariana Ruiz-Temple; and Representatives from Union Pacific; BNSF Railway; Genesee and Wyoming Railroad)**
Receive an informational presentation on House Bill 3225, (2015) a bill related to the safe transport of hazardous materials by rail.

4:05 PM ***Recess for the day***

OTC Reception

*The Oregon Gardens, Main Lodge
895 West Main Street, Lotus Room
Silverton, Oregon 97381
(503) 874-2500*

4:30 PM The Oregon Transportation Commission will hold a no host reception with light hors d'oeuvres for workshop participants (ACT and modal committee chairs, Vision Panel members, other presenters, and ODOT staff).

**OREGON TRANSPORTATION COMMISSION
ANNUAL WORKSHOP AND FORMAL MEETING AGENDA
November 12-13, 2015
Silverton, Oregon**

Friday, November 13

**MONTHLY MEETING AND ANNUAL
WORKSHOP AGENDA**

*The Oregon Gardens, Main Lodge
895 West Main Street, Orchid Room
Silverton, Oregon 97381
(503) 874-2500*

8:00 AM Agenda review and briefing session with ODOT staff in *Lotus Room*.

8:30 AM **Workshop #8** – Cascadia Response and Recovery. *(60 min., ODOT's Highway Division Administrator **Paul Mather**; ODOT's Statewide Maintenance Engineer **Luci Moore**; and Oregon Office of Emergency Management **Andrew Phelps**)*
Receive an informational briefing about the preparation work that the state and the Oregon Department of Transportation (ODOT) are doing to prepare for response and recovery to the Cascadia earthquake and provide the Oregon Transportation Commission (OTC) a clear understanding of roles and responsibilities in the wake of a Cascadia earthquake.

9:30 AM **Workshop #9** – The path ahead for road usage charges. *(45 min., ODOT's Innovative Partnership Program Manager **Jim Whitty**; OReGO Program Manager **Maureen Bock**; and Road User Fee Task Force Chair **Vicki Berger**)*
Receive an informational presentation about the history and development of Oregon's Road Usage Charge Program and the status of the voluntary OReGO program.

**OREGON TRANSPORTATION COMMISSION
ANNUAL WORKSHOP AND FORMAL MEETING AGENDA
November 12-13, 2015
Silverton, Oregon**

Friday, November 13

MONTHLY MEETING AGENDA

*The Oregon Gardens, Main Lodge
895 West Main Street, Orchid Room
Silverton, Oregon 97381
(503) 874-2500*

Note: The Commission may choose to take agenda items out of order, pull, defer or shorten presentation time of agenda item(s) to accommodate unscheduled business needs. Anyone wishing to be present for a particular item should arrive when the meeting begins to avoid missing an item of interest.

Website address to view agendas/minutes on the Internet: http://www.oregon.gov/ODOT/COMM/otc_main.shtml

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to Jacque Carlisle, Commission Assistant, at (503) 986-3450.

- 10:15 AM** A) Oregon Transportation Commission Member's remarks. **Informational. (5 min., OTC Members)**
- 10:20 AM** B) Director's Report. **Informational. (5 min., ODOT Director Matthew Garrett)**
- 10:25 AM** C) Public Comments. **(Up to 15 min.)**
(The Commission values public testimony. Please note: This part of the agenda is for comments on topics not scheduled elsewhere on the agenda. General guidelines: provide 10 copies of your written summary or other materials to the Commission Assistant prior to your testimony; and limit your comments to three minutes.) Please sign up on the public comment sheet provided at the meeting handout table.
- 10:40 AM** D) Receive a presentation for the 2015 Mary Olson Awards. **Informational. (30 min., ODOT Director Matthew Garrett)**
- 11:10 AM** E) Receive a presentation on development of the Draft Oregon Bicycle and Pedestrian Plan (OBPP) and consider releasing the draft plan for formal public review. **Action. (45 min., ODOT Transportation Planning Unit Manager Amanda Pietz, and ODOT Principle Planner Savannah Crawford)**

**OREGON TRANSPORTATION COMMISSION
ANNUAL WORKSHOP AND FORMAL MEETING AGENDA
November 12-13, 2015
Silverton, Oregon**

Friday, November 13

11:55 AM F) Consider approving items on the Consent Calendar. Action. (5 min., ODOT Director Matthew Garrett)

CONSENT CALENDAR

1. Approve the minutes of the October 15-16, 2015, Commission meeting in Medford.
2. Confirm the next two Commission meeting dates:
 - Thursday, December 17, 2015, meeting in Salem
 - Thursday, January 21, 2016, meeting in Salem
3. Request approval to adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Request approval of the following Oregon Administrative Rules:
 - a) Amendment of 734-020-0018 and 734-020-0019 relating to variable speed zones.
 - b) Adoption of 735-032-0070 relating to exemption from county registration fees.
 - c) Amendment of 735-150-0055 and 735-150-0140 relating to dealer fees.
 - d) Repeal of 741-520-0010 relating to rail transportation of hazardous waste.

12:00 PM Lunch Break – OTC and ODOT Staff Workshop. (90 mins., Lotus Room)

1:30 AM G Review the status of items identified in the OTC Work Plan approved in January 2015. Based on this discussion with the Commission items may be added or deleted from the existing Work Plan. Informational. (60 min., ODOT Assistant Director Travis Brouwer; and ODOT Transportation Development Division Administrator Jerri Bohard)

2:30 PM H) ADJOURN



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: November 5, 2015

TO: Oregon Transportation Commission

[Original signature on file]

FROM: Matthew L. Garrett
Director

SUBJECT: **Workshop 3** – Governor’s Transportation Vision Panel

Requested Action:

Receive an informational presentation on the work of the Governor’s Transportation Vision Panel.

Background:

The Governor’s Transportation Vision Panel was formed in November 2014 and charged with the following tasks:

1. Assess the major challenges facing Oregon’s transportation system today.
2. Develop a vision for what Oregon’s transportation system could look like in the next 30 years.
3. Create a set of recommendations which can be enacted in the near-term to mid-term to lay the groundwork for this long-term vision.

Governor Brown has asked the panel to put special focus toward answering the following key questions:

- What is the level of investment necessary to ensure that Oregon’s transportation system is resilient to the worst impacts of a Cascadia subduction event?
- As a consequence of growing congestion, how do we make our existing transportation system more effective, and promote alternative transportation options that can provide congestion relief?
- What is the level of investment necessary to preserve and enhance the transportation system across all modes?
- How should the state finance its current and future transportation needs?
- How can the state appropriately encourage and adequately prepare for key technological innovations that can fundamentally improve the state transportation system in the next 30 years?

Five subcommittees are undertaking the work of the panel.

- Aviation, marine and freight rail
- Bicycle/pedestrian, transit, and passenger rail
- Roadways and bridges
- Transportation finance
- Innovation and seismic

These subcommittees are in the process of developing initial recommendations. The Vision Panel will travel around the state to receive input from stakeholders in January through March, with a final report expected in spring.

Governor Brown's Transportation Policy Advisor Karmen Fore will provide a brief introduction to the work of the Vision Panel. Co-Chairs Gregg Kantor and Tammy Baney will explain their work to the Commission, including plans for regional outreach.

Attachment:

- Attachment 1 – Draft Outline of the GTVP Subcommittee Findings 10-29-2015

Copies to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Kurtis Danka
Paul Mather	Karmen Fore	Sam Haffner	



Governor's Transportation Vision Panel

Governor's Transportation Vision Panel (GTVP) Overview

The GTVP is a yearlong effort to develop a series of recommendations to Governor Brown that address transportation issues across all modes and regions of the state. Members of the panel include legislators, business owners, and civic leaders from across Oregon. Under the leadership of Governor Kate Brown, members of the panel have been charged with the following tasks:

- Assess the current conditions of Oregon's transportation system
- Propose 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 that vision

In its effort to develop a comprehensive vision for the future of Oregon's transportation system across all transportation modes, the 35-member Panel is conducting its work within five subcommittees:

1. Roadways and Bridges Subcommittee
2. Innovation and Seismic Subcommittee
3. Bicycle, Pedestrian, Transit, and Passenger Rail Subcommittee
4. Aviation, Marine, and Freight Rail Subcommittee
5. Transportation Financing Subcommittee

Governor Kate Brown has charged the panel with delivering a final report by Spring 2016. This report will be a tool the governor and other policymakers can use to assess and prioritize needs of Oregon's transportation assets, and serve as a tool for how the state could shore up and prioritize investments in the transportation system over the next several years.

GTVP Regional Forums

To develop a vision and a set of recommended actions that reflects the community needs and priorities from across Oregon, the Vision Panel will hold a series of regional forums in winter and early spring, 2016. These regional forums will provide panel members with an opportunity to engage with, and gather input from transportation stakeholders and the general public across the state. The regional forums will include the following objectives:

1. Panel members, governor's staff, and project support staff will present the preliminary vision and recommendations developed by the panel, and familiarize stakeholders with the reasoning and decision-making behind these draft concepts.
2. Elicit distinct regional needs and priorities as they relate to the panel's long-term vision.
3. Seek stakeholder input on the panel's preliminary recommended actions to ensure that these recommendations reflect regional needs and interests, and prioritize among these preliminary recommendations.
4. Get feedback from stakeholders on which recommended actions are high-priority items for each region.

In response to feedback and input stemming from these regional forums, the GTVP will update and refine their vision and recommended actions to reflect distinct regional needs and priorities.

DRAFT Outline of Subcommittee Findings

For the past several months, the Vision Panel subcommittees have been gathering information on the key challenges facing Oregon's transportation system, and have begun to identify preliminary findings, as well as goals for the future of transportation in Oregon. The following document provides a series of outlines that summarize the work completed by the subcommittees date.

Governor's Transportation Vision Panel

DRAFT Outline of Subcommittee Findings, Oct. 29th, 2015

DRAFT GTVP Bike, Ped Transit & Passenger Rail Subcommittee Outline

Goals:

Public Transit in 2045:

- Transit is a dependable and efficient transportation option in communities across the state of Oregon
- Technological innovations undertaken by transit agencies provide seamless and dependable transit service to all communities and have significantly reduced the relative cost of providing senior and paratransit service
- A sustainable revenue stream is in place that funds both the capital cost and operations costs of transit, and is resilient to near-term revenue fluctuation
- An integrated and cross-jurisdictional transit system serves the needs of seniors, youth, commuters, tourists, tribal communities, and people with disabilities across the state.
- An enhanced transit system meet the needs of Oregon's growing labor force, and reduces roadway congestion in urban areas, avoiding the cost of highway expansion and freeing up roadways for freight and commerce.

Bike and Pedestrian Transportation in 2045:

- The number of people killed or injured while biking or walking has been drastically reduced
- A sustainable revenue stream is in place that meets community needs for walking and biking infrastructure
- In urban and rural areas, a complete network of bicycle and walking routes allows people of all ages and abilities the opportunity to travel through their communities safely and efficiently
- An enhanced biking and walking network reduces congestion, avoiding the cost of highway expansion and freeing up roadways for freight and commerce.

Passenger Rail in 2045:

- A passenger rail system that is frequent, reliable, and with competitive travel times operates between Eugene, OR and Vancouver, BC.
- Oregon's intercity passenger rail line functions as the backbone of a robust regional transit system, with transit service between the Oregon Coast, Central Oregon, and Southern Oregon feeding into this mainline corridor
- A north-south passenger rail corridor is widely used and provides significant congestion relief along I-5
- Passenger rail service along this corridor reduces demand for air service between Eugene, Portland, and Seattle, freeing up airport capacity for long-distance and international air service

Key Challenges:

Bike Ped:

- Critical gaps exist within biking and walking network in both rural and urban areas. Of the 900 miles of urban highways in the state of Oregon, 37% lack sidewalks, and 40% lack bikeways, and a significant percentage lack curb-ramps and other features required for people with disabilities
- Many city and county roads across the state also face significant gaps in their bikeway and walkway networks due to a lack of needed funds. For example, 45-55% of regional trails, walkways, and bikeway in the Portland metro area are incomplete.
- From 2007 to 2011, there were a total of 1,896 traffic fatalities in the state of Oregon, 250 of which were pedestrian fatalities.

Governor's Transportation Vision Panel

DRAFT Outline of Subcommittee Findings, Oct. 29th, 2015

Transit:

- The lack of stable source of operations funding means that existing transit service cannot grow to address demand in terms of hours of service, frequency of service or additional routes.
- Transit systems in Oregon increased their ridership each year until 2012 when large systems had to constrict services due to reductions in local tax revenue and exhaustion of capital reserves caused by the recession.
- In both urban areas as well as rural areas with limited fixed route service, the need for senior and paratransit service adds a significant cost to local agencies and governments.
- Transit providers across the state also face the high costs in maintaining and replacing their aging fleet of vehicles.

Passenger Rail:

- Passenger rail lacks adequate, dedicated and sustainable funding for capital and operating needs and frequently lacks the state funds needed to leverage federal funds.
- The rail system is complicated by private ownership of mainline tracks, which are owned and operated by freight carriers. Due to an increase in freight traffic in recent years, train traffic along this corridor has become increasingly congested, leading to challenges in meeting on-time performance.
- Over the next 25 years, the population of the Willamette Valley is expected to grow by approximately 35 percent, reaching 3.6 million by 2035. During the same period, freight volume is expected to grow by 60 percent. These increases may result in rail service demand that exceeds Oregon's available freight and passenger rail capacity in the Willamette Valley.

Preliminary Findings:

Theme	Description
Address gaps in network of transit providers across state	Identify critical gaps in the current transit network and develop ways to create a compete and integrated system.
Coordinate assets of rural transportation providers	Determine how to better coordinate the assets of human services transportation providers (e.g., school buses, senior transit, etc.) to reduce capital and operating costs
Coordinate assets of urban transit and transportation providers	Expand upon programs such as the one in Portland wherein the school district provides students with transit passes in lieu of yellow bus service
Improve efficiency and reliability of transportation across modes through innovative technology	Identify additional ways that innovative technology can reduce costs and increase efficiency and reliability of transportation across modes (bike ped, transit, passenger rail)
Transit funding to meet system needs	Identify new and sustainable funding sources for transit operations need
Bike and pedestrian infrastructure funding to meet system needs	Identify new and sustainable funding sources to meet bike and pedestrian infrastructure needs, including off-system improvements, that prioritize user safety
Long-term sustainable funding for Passenger Rail	Long-term and sustainable funding for passenger rail

Governor's Transportation Vision Panel

DRAFT Outline of Subcommittee Findings, Oct. 29th, 2015

DRAFT GTVP Transportation Finance Subcommittee Outline

Goals:

Transportation Funding in 2045:

- A sustainable transportation fund is in place that is sufficient to maintain and expand the system that reflects public demand
- This fund is resistant to short-term economic downturns and long-term inflationary challenges
- A long-term transportation investment has been made that ensures that the majority of Oregon's roadways and bridges remain in fair or better condition, and that major transportation routes are free of burdensome weight-restrictions.
- A long term-investment has been made in seismic upgrades, ensuring the maintenance of lifeline routes and a quick restoration of the statewide transportation network in the event of a major earthquake
- There is a high degree of public confidence that transportation investments are prudent and reflect public need

Key Challenges:

Challenges across all modes:

- Declining revenues from state and federal highway trust funds
- Growing cost of raw materials to maintain and enhance assets

Roadways and Bridges

- Many recent transportation investments (OTIA, ARRA, etc.) were one-time infusions rather than long term sustainable funding.
- Revenue from increased taxes and fees in the 2009 Jobs and Transportation Act have been outpaced by growing inflation
- Increasing fuel efficiency of vehicles compounds the fiscal challenges of transportation agencies and providers that rely on gas taxes as their major revenue source
- Declining revenues from state and federal highway trust funds due to inflation and vehicle efficiency

Transit

- Operations Funding
- Constitutional Restrictions
- Payroll tax not tied to transit demand

Passenger Rail

- Loss of federal support
- General funds currently required for operations
- State commitment needed for any future federal High Speed Rail funds
- TOF limitations

Active Transportation

- Needs to build out bicycle and pedestrian networks greatly outstrip available funding
- Local costs of ADA, incomplete network

Port and Marine Infrastructure:

- Lack of Port Revolving Fund recapitalization
- Operations & Maintenance, Dredging, and Jetty Repair

Aviation

- Phasing out of federal Essential Air Service subsidy

Governor's Transportation Vision Panel

DRAFT Outline of Subcommittee Findings, Oct. 29th, 2015

Preliminary Findings:

Theme	Description
Funding to meet maintenance and operations needs	Address immediate funding challenges to meet maintenance and operations need; identify near-term and long-term funding options
Funding to meet enhancement and modernization need	Address near-term funding need for enhancement and modernization; identify near-term and long-term funding options
Non-roadway transportation needs	Identify funding options that address non-roadway transportation needs
Address roadway finance challenges from vehicle efficiency and electrification	Identify near-term and long-term funding options that respond to vehicle efficiency and electrification
Address roadway finance challenges due to inflation	Identify near-term and long-term funding options that are responsive to inflation
Identify ways to streamline Federal regulatory requirements	Identify ways to streamline Federal regulatory requirements, particularly for local transportation projects



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: November 5, 2015
TO: Oregon Transportation Commission

[Original signature on file]

FROM: Matthew L. Garrett
Director

SUBJECT: **Workshop 4** – Dialogue with ACTs and Governor’s Transportation Vision Panel

Requested Action:

Engage in a dialogue with the Area Commissions on Transportation (ACTs) and the Governor’s Transportation Vision Panel.

Background:

After hearing an overview of the work of the Vision Panel, ACT chairs will provide feedback on the Vision Panel’s efforts, informing members about regional priorities. ACT chairs will be asked to respond to the following questions:

- How does the transportation system impact economic opportunity and quality of life in your region of the state?
- As the Vision Panel engages stakeholders across the state, what unique regional transportation priorities will they hear about in your region?
- To achieve our goals as a state over the next 30 years, what actions do we need to take in the area of transportation?

Copies to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Kurtis Danka
Paul Mather	Karmen Fore	Sam Haffner	

Discussion on Transit Revenue Scenario

Vision

Public Transportation Advisory Committee (PTAC) vision for Oregon is:

As an integral part of the greater state transportation system, public transportation resources provide users with seamless access, mobility, and connectivity. Citizens and visitors benefit economically through access to services, employment, and recreation which in turn promotes healthy thriving communities.

Problem Statement.

Public Transportation funding in Oregon is problematic. Insufficient and cobbled together resources mean that Oregon's public transportation systems don't perform as a strategic network to meet today's and future mobility and congestion challenges.

- Planning for deliberate and strategic transit development is impossible when it's "boom or bust" from one budget cycle to another.
- Several small urban areas are not able to pull the federal dollars that are available to them because they lack local match. (Medford, Josephine County, Albany, Milton-Freewater)
- Funding sources are fragmented, bits and pieces wherever they can be found. (Business Energy Tax Credit (going away), Cig tax (going down), ID Card fees (up and down), General Fund (uncertain), FHWA funds (competitive), FTA (flat lined and at risk), local revenues very limited. Recent local funding efforts have failed.)

Key Ingredients for successful transit network.

Access, Availability, Connectivity and Economic Development. These ingredients are crucial to mobility and transit success. These ingredients are used to create criteria that define the policies and investments made by ODOT.

Access. Means several things, including the ability:

- To travel to employment opportunities, community services, education, healthcare, etc.
- To get to the nearest transit stop.
- To use transit, if you are disabled or old.

Availability. Means

- the spatial availability "close to me",
- time availability "when I need it" and
- how far one may travel, i.e., the service area.

Connectivity. Means

September 2015 Governor's Transportation Vision Panel Discussion

- integration of service: routes, schedules, fare structures, information systems and modal transfer facilities.

Economic Development. Means the public transportation contribution to economic development (for example)

- by providing an appropriate connection of workers to employers,
- may influence land-use choices, and land values
- contributes to ensure safe, healthy communities
- transit itself is a large employer
- Reduces congestion to provide capacity for high value freight.

Oregon's Transit System Summary and Challenges:

Oregon's public transportation system is a business providing hundreds of jobs and expending over \$500 million annually in Oregon on operations. This connected system is composed of the following:

- Large and small system providers deliver over 141,000,000 annual trips across the state.
- TriMet, in the urbanized Portland metropolitan area, offers a full menu of services and provides about 82% of Oregon's trips.
 - Challenges for the Portland metropolitan area are many; ranging from union negotiation, high demand for paratransit services, new high frequency commuter services in challenging physical environment.
 - Cost of paratransit reduces the ability to expand fixed route services.

Other urban centers and rural areas make up the remainder of trips.

- Lane Transit and Salem Area Transit are considered large transit systems with a full range of bus and paratransit services. LTD also has Bus Rapid Transit which emulates a fixed guideway system rail but the superbuses run partially on the road.
 - Challenges are similar to the metropolitan area but resources are more constrained.
 - Services are also provided in lower population densities and therefore cost more.
 - Salem struggles with adequate local funding and cannot meet the demands for the weekend and night services of its growing area.
 - Congestion is a growing challenge. Additional service and frequencies to address commute times is expensive and takes from other parts of the system.
- Small urban area (Corvallis, Albany, Grants Pass, Milton-Freewater, Medford Area, Bend Area) providers offer fixed route and paratransit services and connect to other regional centers.
 - Assessment of the potential benefit of additional transit service for many communities in Oregon is unclear as providers simply are not able to offer enough service to estimate a true demand.
 - Trends indicate that transit is growing in popularity with youth and seniors.

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- Small urbans have similar issues to larger urban services with more costly longer distance services and much less public support available.
- Administration and planning activities, while mandated, are difficult to finance.
- Rural communities (Under 50,000 population), frequently offer a combination of scheduled and demand response services. They may use volunteer labor and have limited service hours and destinations.
 - In addition to funding issues, rural systems have difficulty finding resources for making longer distance connections.
 - Rural systems require technical help and planning support.
 - Rural systems can't meet frequency demands for job transportation and often must prioritize services to only medical and essential needs.
- Special Transportation Services for seniors and people with disabilities. Oregon's state funded program (STF) creates mobility for seniors and people with disabilities.
 - STF provides the opportunity to leverage federal funds by providing match to similar federal programs.
 - STF funding helps to offset the costs of unfunded mandates of ADA requirements for fixed route providers and allows them to focus their local general funds on best serving all populations efficiently.
 - Agencies with fixed routes must provide services for people with disabilities as required by the Americans with Disabilities Act. This service requirement is very expensive. For example the cost of a fully allocated bus trip is about \$10 and a cost of paratransit trip is about \$50, and requires a separate fleet.
 - Oregon has a Key Performance Measure for Special Transportation trips with a goal to provide average of 29 annual trips for each older adult and person with disability by 2020.
- A fleet of more than 2,000 publically owned transit vehicles serve Oregon. (Approximately 800 serve the Portland Metro area, 400 in other urban systems and 800 around the state in rural communities)
 - Over half of Oregon's 2000 public transit vehicles will need replacement over the next five years to bring the fleet to within FTA's required replacement standard.
 - FTA requires that 80% of vehicles are within age and mileage standards appropriate for the sizes of vehicles.
 - Technology and travel information tools, passenger shelters and other facilities, assist to support the business needs of a connected transit network.

What level of investment in transit is needed to meet basic mobility needs for all Oregonians?

The 2012 "Oregon Non-Roadway Transportation Funding Options; Report to the Governor" estimated an annual gap of **\$363.9 M** additional funds to meet demand for public transportation service growth in Oregon. The PTAC recognized that this need is beyond today's resources. They worked with ODOT staff to recommend the following achievable maximizing strategies to sustain and increase the opportunities to benefit from Oregon's public transportation systems.

Establish Dependable State Funding: Public transportation investments provide the best return when state resources can be counted on and are indexed to growth. The majority of state funds are used to leverage federal funds. Transit is about providing efficient mobility for individuals using very deliberately planned service routes and schedules. Careful planning for use of transit equipment and labor is key to cost effective transit success. Sporadic, narrowly focused, or undependable resources make it difficult for communities and transit providers to make the best use of the transit investment.

Special Transportation (\$59.5 M)

- **Maintain current status.** Stabilize current Special Transportation Program E & D general funds - \$13.5 M annual
- **Meet need.** Add \$5 M annual (26%) in additional funds to progress toward the legislatively approved key performance measure target of 29 rides per senior by 2020.
- **Improve** large urban systems by providing support for ADA Paratransit services for the three large urban systems. \$41 M. This will allow large urban systems to increase service options; adding back reduced routes and expanding in underserved areas.

General Public Transportation (\$22 M)

- **Meet need.** Match \$22 M FTA federal program dollars with state funds that help local entities bridge the funding to draw available federal resources that build general public systems. This approach will create incentive for providers to reduce wait times and expand to evening and weekend services with local resources. It would allow the state and local entities flexibility to bring other federal resources to the table. This includes:
 - Address vehicle replacement. \$12 M to catch up for small urban and rural.
 - Increase rural transit opportunities. \$4 M state funds to match federal funds and build service hours. This will help address low income and student transportation needs.
 - Increase rural intercity service. \$2 M state funds to match additional rural connection operations. This will allow expansion of the POINT network of rural intercity contracted services.

September 2015 Governor's Transportation Vision Panel Discussion

- Match FTA operations costs for the six small urban systems. \$4 M state match for small urban areas. This will allow small urban systems to draw all available federal funds into Oregon service.

Customer Service/Information (\$500K): Oregon is underinvested in technology and facilities to keep up with evolving expectations. People can access travel information in new ways. This offers an opportunity for increasing access to public transportation that didn't exist before. Information about ticketing, timing, scheduling, linking services, parking and bicycle facilities all help make better use of the entire transportation system

- **\$500K/year;** annual to modernize information and conduct research projects.

Small Urban and Rural Facilities (\$4.5 M): Several small urban and rural systems have need of buildings.

- Albany, Corvallis, Josephine County, and South Clackamas District all need administrative and maintenance facilities within the next five years.
- Other small systems need to start plans for these essentials.
- ODOT is also exploring the merits of a connected intermodal hub program that could improve transfer centers, amenities, and information connections.
- **\$4 M/year;** for small urban and rural facility improvements.
- **\$500k/year;** for match to develop intermodal service hubs for transit, rail, park and ride, bicycle facilities.

Transportation Options (\$1M): Transportation Options programs help Oregonians make smart healthy travel choices, and promote efficient use of the existing transit and highway transportation infrastructure.

- **\$1 M/year;** dedicated funding in support of regional Transportation Options programs to support efficient use of our highway and transit networks.

Total Annual Recommended Maximizing Investment = \$87.5 to bring small urban and rural vehicle replacement current and develop targeted transit system improvements (within 5 years); ((\$18.5 M STF, \$22 M Small Urban and Rural Fleet Capital and Operating, \$41 M Urban Paratransit, \$500k for Information, \$4 M for Facilities (not including large urban facilities), \$500k Intermodal Hubs, \$1 M TO programs))

September 2015 Governor's Transportation Vision Panel Discussion

What level of investment is needed to meet broader state goals (e.g., congestion, greenhouse gases, and economic development)?

Systems Approach.

One way to support Oregon goals is to create a "systems" approach to the Willamette Valley travel-shed, recognizing the growing urbanization of the region. Because of the growing population and density, and the dependencies between communities, availability of transportation options to meet individual needs is important.

Similarly, increased service levels in the rural areas of the Willamette Valley and the southern I-5 corridor between Eugene to Medford and the Bend and Redmond area is needed, also due to growth in population. Because connectivity to the regional system is important, investment in facilities and regionally connected rural services would contribute to the overall system.

- 70% of Oregon's population resides in the Willamette Valley.
- The valley is the Oregon hub of economic development with the majority of jobs and industry.
- I-5 is a major freight corridor.
- According to the Urban Mobility Index, travel time delays in Eugene, Salem and Portland are getting longer due to increased traffic volumes and congestion at peak time.
- Single occupancy cars contribute to congestion and greenhouse gases.
- Commute patterns contribute to the congestion and greenhouse gas:
 - Census data indicate that Multnomah, Marion, Polk and Washington Counties have the highest in-and out-bound commute rates in Oregon.
 - Clackamas Co has the highest rate of workers traveling outside the county to work; about 4% of Marion county residents commute to Washington and Clackamas County.
 - Similarly, there is a large exchange of commuters between Albany, Corvallis, Eugene and Salem.
 - Bend-Redmond and Grants Pass-Medford have similar commute and congestion patterns.

What do we have to work with?

- In the Willamette Valley there are five regional metropolitan planning organizations, 13 public transit agencies, one commuter rail, Amtrak, the Cascades regional rail, and numerous intercity bus services, along with numerous counties and cities. Contributing to these services are transportation options programs (TO) that provide information about a variety of options to meet personal needs, including transit, bike, pedestrian, car and van pooling. The bike/ped system is growing and more people are using active transportation modes.
- In Oregon, ODOT is the closest thing to the responsible party for the Portland – Salem and Eugene corridor.

September 2015 Governor's Transportation Vision Panel Discussion

○

Examples: Looking at investments in other areas in the country can be informative.

- Boulder – Denver corridor there are almost [100 round trips](#) each weekday in the 30-mile corridor provided by the regional transit agency. The populations of Boulder and Denver are roughly similar to those of Portland and Salem.
 - Looking at all transit service in the Portland – Salem corridor, there are about 30 round trips a day offered across the diverse transit providers in the corridor.
 - Boulder – Denver has the advantage of a single public transit agency with taxing authority, and with responsibility for the entire corridor.
- Wasatch Front – Ogden-Salt Lake-Provo, approximately 80 mile corridor is served by commuter rail and bus rapid transit, and is fed by local transit services available within the many smaller communities served.
- Everett to Tacoma, a 65 mile segment is also served by a variety of modes, including light rail, high frequency buses, and has regional connections to air, passenger rail, and local transit.

Scaled approach:

The method to implement this vision would be a series of investments, both large and small. The goal is to create a systems approach to mobility within the Willamette Valley travel-shed and other increasingly congested areas of the state. Included in this approach would be:

- A series of park and rides along the I-5 and 99 E/W corridors that would support car and vanpooling;
- Increase public information and target marketing for transportation alternatives to the single occupancy car;
- Establish single-payment fare systems that allow for travel across regional transit service;
- Increase the frequency commuter services, including rail and high capacity bus systems, for example:
 - Commuter service along the I-5 corridor between Eugene and Portland would have a minimum level of hourly service and would operate at average speeds of about 55 miles per hour.
 - In the Portland urbanized area, frequent commuter service would be provided between McMinnville, Tigard and Milwaukie (where it connects with light rail); between Salem, Wilsonville and Beaverton; and between Canby and Portland, and Canby to Woodburn, connecting to Salem.
 - There would be connections between communities on 99W/E between McMinnville to Eugene, and between Junction City to Albany.
 - There would be frequent service between Corvallis and Albany, and connecting to Lebanon and Sweet Home.
 - Frequent services would be available in the Rogue Valley area and connecting to Grants Pass, and in the Central Oregon area.
 - Improved hubs would allow connections to local transit and would include bike and pedestrian facilities, for first and last mile access.
 - Local, rural services would make meaningful connections to rail and intercity bus.

September 2015 Governor's Transportation Vision Panel Discussion

Estimated Costs for initial investment – total ~\$75 million, of which \$17 million is an annual estimate of need:

- \$3 million per year for hourly service on northern I-5 corridor
- \$5 million per year for north Willamette Valley, southern and central Oregon urban areas frequent services
- \$3 million per year for rural service improvements
- \$4 million per year for improved technology for technology equipment, travel information and regional fares
- \$5 million per year for rural facilities to improve connectivity
- \$15 to 50 million for three park and rides in the northern I-5 corridor
- \$5 million for 50 hub improvements \$10,000 to \$200,000 each for the Willamette Valley, southern and central Oregon, including potential bike share



Oregon Passenger Rail Eugene - Portland



CHOOSING A PATH FORWARD

Newsletter - Fall 2015

Project Team Recommends a Preferred Alternative

The Oregon Department of Transportation is studying ways to improve inter-city passenger rail service between the Portland urban area and the Eugene-Springfield urban area. The project's Leadership Council previously recommended two "build" alternatives to analyze in the Tier 1 Draft Environmental Impact Statement, which will also consider a "no action" alternative.

- **Alternative 1** follows the existing Amtrak Cascades passenger rail route with improvements.
- **Alternative 2** is primarily a new route between Springfield and Oregon City located along I-5, an existing freight rail line, and I-205. It would follow the existing alignment north of Oregon City.

The project team has completed an initial analysis of how the alternatives would affect a variety of community and environmental resources. The team also looked at the engineering requirements, transportation impacts, cost, and potential benefits associated with each alternative.

Based on this initial assessment the team is recommending that Alternative 1 be carried forward as the Preferred Alternative in the DEIS. The Leadership Council will consider this recommendation at their meeting in December 2015.

The recommendation is not a final decision - all alternatives will be analyzed in the DEIS before a Final Preferred Alternative is identified.

After the DEIS is published in late 2016, the public will be able to provide feedback during a formal comment period. Public hearings will be held at that time.

Learn More at the Online Open House!

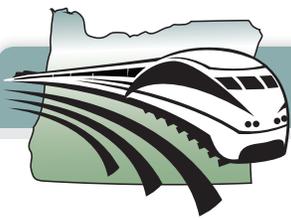
Visit the online open house to learn more about the recommended Preferred Alternative. This virtual event will feature videos and information that walk participants through the staff's recommendation.

Join us between November 2 - 22

Visit OregonPassengerRail.org



For full descriptions of the alternatives, please visit www.OregonPassengerRail.org



Oregon Passenger Rail - Online Open House November 2-22

Learn About the Preferred Alternative

The Oregon Department of Transportation thanks everyone who has participated in this project to date. The project team is recommending a Preferred Alternative to carry into the Draft Environmental Impact Statement. We invite you to learn more about the Preferred Alternative and the next steps in the process by visiting our online open house November 2 – 22:

OregonPassengerRail.org

Questions and Comments

- » Visit OregonPassengerRail.org
- » Email info@oregonpassengerrail.org
- » Call Jill Pearson, Stakeholder Engagement Strategist, (503) 986-3313

Accommodation Information for People with Disabilities

To obtain this information in an alternate format such as braille, large print, or audio, please call Jill Pearson at (503) 986-3313 or statewide relay 7-1-1.



c/o JLA Public Involvement
1110 SE Alder Street, Suite 301
Portland, OR 97214



OPTP Workshop and Provider Survey Summary

This document summarizes themes and ideas that emerged from the Oregon Public Transportation Plan (OPTP) workshop held at the 2015 Oregon Public Transportation Conference and from the 2015 OPTP online provider survey. The goal of both the survey and workshop was to hear from Oregon public transportation providers to generate ideas and information about trends and opportunities they see, so that these perspectives can be considered during OPTP development. The survey and workshop results illuminate noteworthy current conditions information and also raise important potential policy issues and challenges.

Comparing workshop and survey results

Overall, survey results and information from the conference workshop were complementary, with many common themes. There were a few differences between the survey respondents and workshop participants; for example, the workshop was attended largely by transit agency staff, while the survey respondents tended to be higher-level administrators. Based on anecdotal information, the workshop participants tended to more represent rural areas of the state, while the survey had more of a mix of urban and rural respondents. However, these differences did not result in major differences in the feedback given.

Some major themes identified from both groups are:

- Demographic changes, like the aging population, are expected to affect (and are currently affecting) service
- Concerns about ability to generate local match for funding programs
- Unique challenges of serving rural areas of Oregon with public transportation
- Desire to implement new technologies
- Need for better coordination and connections between services

Oregon Public Transportation Plan Workshop Themes

Approximately 60 Oregon Public Transportation Conference participants attended a two-hour workshop for the OPTP on Wednesday, October 21, 2015.

The primary objective of the workshop was to discuss several topics with public transportation providers to gather their ideas and build on survey themes with more detail and context. Participants engaged in an interactive dialogue about several key topics identified from initial survey responses and earlier stakeholder conversations.



Oregon Department of Transportation (ODOT) staff provided a summary of the project to provide background information for participants, while the majority of the time was spent on the interactive format of small-group activities and reporting out to the larger group. The following summarizes the major themes and ideas that emerged from the group discussions.

Access and Connections

Three groups discussed the topic of access and connections. Below are ideas and themes that resulted from the conversation.

Communications/Coordination

- Providers are communicating with locals through rider surveys, elected officials, and advisory committees
- To improve, convene a summit or system-wide regional meetings to share knowledge and planning information between providers
- Provide information about services from various providers as single system; create a communication network
- Make use of social media and other newer communication tools



Critical connections to make

- Bicycle and pedestrian networks
- Continuity between adjacent systems, jurisdictions or districts, and to coordinate fares
- Facilitate intermodal connections between providers and Amtrak, airports, park and rides, etc.

Changing demographics

- Transit should serve the different populations that require transit, including aging, younger, and any population that depends solely on public transit
- There are language and technology barriers to accessing transit

Safety and Security

One group, consisting entirely of rural providers, discussed the topic of safety and security. Below are themes and ideas that resulted from the conversation.

System safety

- Driver training is needed to ensure system safety, though accessing training can be an issue such as for rural operators



- Winter road conditions, security of operators, and vehicle maintenance are other safety concerns
- Aging volunteer drivers, sustainability of volunteer driver systems
- In rural areas, lack of cell phone coverage is a concern

Community Perspectives

Two groups discussed the topic of community perspectives. Following are themes and ideas that resulted from the conversation.

Understanding/Accommodating Transit Preferences

- Pay attention to ridership and new employers' needs
- Use advocacy groups, Title VI surveys, advisory committee
- New public engagement strategies needed
- Go to where the people are
- Use new software like Remix
- Develop Transit Development Plan (TDP) to reflect needs of the community

Top Needs

- More vehicles and more frequent service including weekend runs
- Better transit stop facilities
- Improving service often challenging with prevailing land use
- Better blend transportation options programs with transit

Equity Considerations

- Make sure to include transit providers and stakeholders in planning
- Can use on-board "ambassadors" to help those who do not speak English or otherwise need accommodation to use transit
- Consider special pass programs (e.g., student passes)
- Work with Coordinated Care Organizations (CCOs) to address needs of Medicaid populations

Strategic Investment

One group discussed the topic of strategic investment. Below are ideas and themes that resulted from the conversation.

Approaches to Maintaining Service

- Adopt emerging technologies
- Change public perception of transit



- Rethink service delivered & work with affected partners
- Prioritize service (vis a vis Maslow’s priority of needs) – identify essential services and organize services in a hierarchy to ensure preservation of the most essential programs

Other considerations

- Concerned about stability of federal funding
- Meeting grant match requirements very difficult for the smallest providers

Creative Funding Ideas

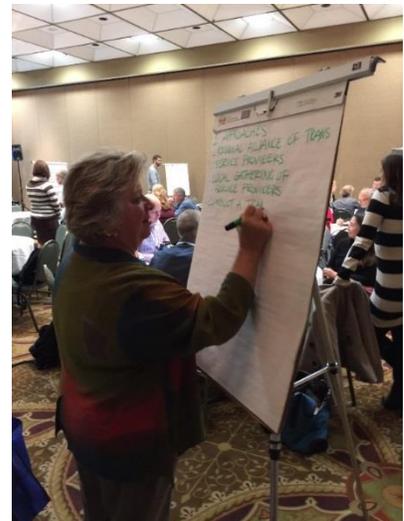
- Consider new tax options
- Partnerships with large agencies/businesses
- Partnerships with state and other agencies with related responsibilities

Transit Operations

Two groups discussed the topic of transit operations. Below are themes and ideas that resulted from the conversation.

Challenges

- Maintenance costs and wait time for repair
- Equipment operated beyond useful life
- Logistical issues related to isolation of rural systems
- Attracting qualified staff and training drivers
- Technology upgrade costs
- “Color of money” affects flexibility
- Understanding what types of service and activities to prioritize



Strategies

- Regional/peer communication to identify interagency partnerships to maximize capacity
- Increased financial help/partnership opportunities with the state
- More flexibility with funding dollars
- Share resources between systems (e.g., trainers)

Suggestions

- ODOT in-field partnerships to communicate with Regional Transit Coordinators (RTCs) about road conditions, etc.
- Coordinate and supply technology to allow communication between systems/programs
- State facilitation of technology transfer; establishment of standards
- Streamline procurement



Provider Survey Themes

ODOT conducted a short, non-scientific survey of Oregon public transportation providers in September and October, 2015. The purpose of the survey was to ask for providers' feedback to help identify issues, trends, opportunities, and challenges they are facing as they provide service to our communities. The information provided by respondents will be considered by project staff and stakeholders as the new OPTP is developed.

ODOT staff advertised the survey through emails to providers and at the Oregon Public Transportation Conference. A total of 43 responses were submitted to the survey. Typical respondents are the General Manager or Transportation Manager of a public transportation service provider, representing locales throughout the state. Based on the responses received, the project team identified the following themes.

Key Trends

- Increased demands due to aging population
- Changing demand due to other demographic changes (e.g., income, millennial generation)
- Serving large, rural areas with a real need for public transportation
- Growing communities
- Growing ridership
- Funding challenges

Technologies to be implemented

- Automatic vehicle identification (AVI)/Automatic vehicle location (AVL) technologies
- On-board Global Positioning System (GPS)
- Real-time info via app/phone/web
- Passenger counters
- If already have AVL, transit signal priority (TSP) or E-Fare (mobile payment or other system)

Use of volunteers and coordination with others

- Respondents are a mix of providers that use or do not use volunteers
- Volunteers are often drivers, particularly for on-demand/non-emergency medical transportation (NEMT) service
- Many providers offer information about neighboring or related services
- Efforts are undertaken to coordinate schedules with neighboring providers
- Most use surveys to communicate with riders
- Several providers participate in networks with monthly to quarterly coordination meetings with multiple partners and neighboring transit systems
- There is not a lot of coordination with other agencies regarding marketing or websites



Key Issues

- Funding stability
 - Local match (or inability to meet due to funding measures or other)
 - Local funding availability or willingness
- Safety and security
 - Accessing and waiting at stops
 - In vehicle behaviors
 - Vandalism
 - Roadway safety, safe stops on highways
 - Fleet reliability and maintenance
 - Aging volunteer drivers
- Interconnections
 - No fare reciprocity/transfer mechanism
 - Opportunity/need for regional and inter-regional connectivity, services
- Growth
 - More people riding transit, but without an increase in funding
 - Growing population, growing cities, but not necessarily where service is
- Aging and demographic changes
 - Affordable housing/living often not where transit is/can easily serve
 - Aging drivers, driver recruitment and training
 - Growing need for medical transport
- Communication
 - Communicating benefits and roles of transit, both urban and rural, to riders and community
 - Communicating transit services available

Opportunities

- Growth and partnerships
- Improving connections, locally and regionally
- Better technology improving user experience
- Increased public interest and use of transit
- Improved customer service



STF Discretionary Grant Timeline Discussion - DRAFT

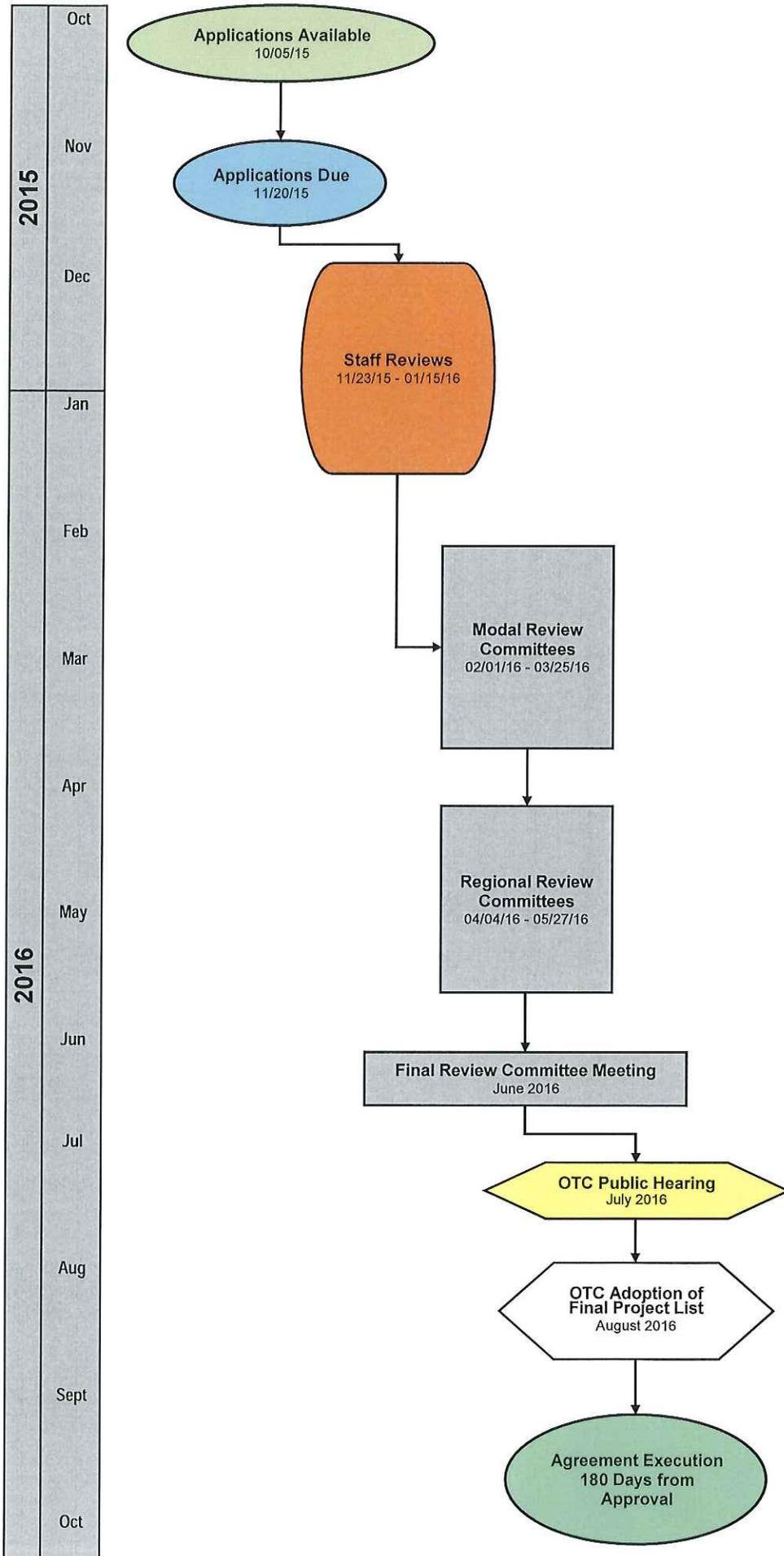
Application Review Process

2015	December	Applications available to STF Agencies– Dec. 15
2016	January	
	February	<div style="display: flex; align-items: center; justify-content: space-around;"> <div style="border: 1px solid green; padding: 5px;">Applications due – Feb. 12</div> → <div style="border: 1px solid blue; padding: 5px;">Eligibility Screen – RPTD Staff</div> </div>
	March	RTC- led Regional Committee Review and Selection
	April	PTAC Review of Projects of Statewide Significance Projects – April xx
	May	Regional Projects Determined
	June	
	July	Statewide Projects Determined

PTAC Activities for Selection of Statewide STF Discretionary Projects:

- PTAC will receive ranked list of all projects deemed eligible for Statewide Significance funding (\$2 million total) from RPTD Committee.
- Members will review statewide applications and staff recommendations
- Members will identify any unanswered questions, staff will get answers
- Convene to confer, amend/advise on recommended list of prioritized projects for funding (similar to *ConnectOregon* process) PTAC discussion will focus on top scoring projects, but could include lower scoring projects.
- Advise on final priority for projects of statewide significance.
- PTAC will confirm the projects that will receive Statewide Significance funding.
- PTAC will advise on unresolved process or policy questions that might come from the Regional Committee's process and prioritization of Regional projects.

Connect Oregon VI Application Review Process



Oregon Department of Transportation Fact Sheet

ConnectOregon VI Oregon's Multimodal Investment Program

What is ConnectOregon?

ConnectOregon is a lottery-backed bond initiative, managed by ODOT, that provides grants to public and private entities for air, bicycle/pedestrian, marine, rail, and transit projects that ensure Oregon's transportation system is strong, diverse, and efficient.

How does it work – and what is the funding?

Managed by the Oregon Department of Transportation, ConnectOregon is a stakeholder-driven process that includes in-depth review of project applications by several committees. These various committees meet over a six-month period, ultimately creating a prioritized list of recommended projects that goes to the Oregon Transportation Commission for a final decision.



Funding: \$45 million is available for ConnectOregon VI, with at least 10 percent of the total fund (\$4.5 million each/\$22.5 million total) to each of the five legislatively-designated regions. Visit <http://www.oregon.gov/odot/td/tp/pages/connector.aspx> for a map of regions. The program does not have a minimum or maximum request amount. Applicants must match at least 30 percent of total project costs.

Who is eligible to apply... and what kind of projects are eligible?

- Public agencies and groups
- Private entities
- Non-profit organizations

Eligible projects are those that involve and enhance the modes of air, bicycle/pedestrian, marine, rail, and transit. Operating costs and highway projects are not eligible.

Key dates

- Applications available: October 5, 2015
- Applications due: November 20, 2015
- Projects awarded: August 2016

Contact: Chris Cummings, Freight Planning Unit Manager
(503) 986-3703

christopher.i.cummings@odot.state.or.us



August 2015



ConnectOregon Fact Sheet

Program Changes

- Name of fund has officially changed from Multimodal Transportation Fund to Connect Oregon Fund.
- Reference has been added to define Bicycle.
- A definition for Transportation Project was specifically included in *ConnectOregon* legislation. Definition specifically notes that operating expenses and purchase of bicycles are not eligible for *ConnectOregon* funding.
- Legislation increases applicant match amount from 20% to 30%.
- Loans are no longer a funding option.
- A selection consideration pertaining to project life expectancy has been added.
- Persons representing entities with projects for consideration will no longer be permitted to serve on the Final Review Committee.
- Columbia County has been moved from *ConnectOregon* Region 1 to Region 2.

Selection Considerations

- **(a) Whether a proposed transportation project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor;**
- **(b) Whether a proposed transportation project results in an economic benefit to this state;**
- **(c) Whether a proposed transportation project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system;**
- (d) How much of the cost of a proposed transportation project can be borne by the applicant for the grant from any source other than the *ConnectOregon* Fund;
- (e) Whether a proposed transportation project is ready for construction; and
- (f) Whether a proposed transportation project has a useful life expectancy that offers maximum benefit to the state.