

# November 2015 Governor's Transportation Vision Panel Discussion

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## Public Transportation Vision Statements

### *4 Year Vision;*

Oregon will sustain and optimize Oregon's network of public and special transportation services through strategic investment in connected services, bus replacements, state leverage of federal resources and improved information technology. Oregon will strengthen the culture of safe public transportation and responsible asset management.

### *20-Year Vision;*

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. *(Public Transportation Advisory Committee (PTAC) vision)*

### *2020 - 2035 and Beyond;*

In 2015 ODOT began work on the Oregon Public Transportation Plan that will update a long term public transportation vision for Oregon. The new plan will update science and engage a broad community of stakeholders to address a future of changing demographics, technologies, economies and cultural expectations. Strategic improvements in public transportation will assist to provide capacity for freight movement.

### *Discussion of Need*

Oregon has a Public Transportation Investment Gap. Oregon's public transportation system needs to perform strategically to meet future mobility and growth-related challenges. Unstable, insufficient, and cobbled together resources are a barrier to strategic success. Oregon needs to diversify revenue available to public transportation: the system is too dependent on federal sources for public transportation which restrict the investments necessary to meet Oregon's growing needs and strategic goals.

### *Short Term Investment*

The following estimates will implement the four year vision for providing public transportation mobility needs of Oregonians through strategic use of the existing system.

- Special Transportation Statewide (\$59.5 million) will stabilize the current Special Transportation Fund Program for urban and rural areas to increase mobility options for seniors and people with disabilities.
  - Urban Systems. \$41 M will fund costs toward federally mandated service for people with disabilities. Urban systems will improve frequencies; add back evening and weekend service.

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- Statewide, Rural and Small Urban (Albany, Corvallis, Medford, Grants Pass, Bend, Milton-Freewater). 18.5 M will sustain the current average trips per year for seniors over 65 and persons with disability and keep up with a growing senior population.
- Rural and Small Urban General Public Transportation (\$22 M)
  - Medford (RVRTD), Albany, Bend, Grants Pass, Corvallis and Milton-Freewater will draw all annual FTA funds set aside for them and make additional connections, expanded hours and frequencies.
  - Urban systems will establish electronic access to trip information for all populations and social service agencies.
  - Rural systems will provide hours and frequencies of service so that jobs access is possible for areas within community boundaries.
- Rural and Small Urban Facilities (\$4.5 M)
  - 3 additional rural and small urban systems will have their own special purpose transit buildings to have efficient operations and maintenance of their vehicles and program management.
  - Pilot of technology and mobile data devices will be in place to connect rural vehicles with more efficient real time trip making and trip information.
- State of Good Repair (\$22 M)
  - Oregon's 1,000 public transportation vehicles will move from 50% and worsening annual average condition to improvement within 80 % federally defined "state of good repair."

*Additional investment to start forward progress toward the 20 year vision – total ~\$75 million, of which \$17 million is an annual estimate of need:*

The Willamette Valley travel-shed between Eugene and Portland, the southern Oregon area from Grants Pass to Ashland, and central Oregon are all experiencing increasing levels of congestion and travel delay, which impact greenhouse gas, freight mobility and have a negative impact on our State's economy. Implementing the vision toward goals will:

- provide hourly service on northern I-5 corridor
- add connections for north Willamette Valley, southern and central Oregon urban areas
- add rural service improvements connecting to and within smaller communities
- provide up- to -date technology equipment, travel information and regional fares that help people make trips
- add 20 quality rural community stop facilities to improve access, safety and connectivity
- build three park and rides in the northern I-5 corridor at key interchanges and hubs
- 50 hub improvements for the Willamette Valley, southern and central Oregon, including potential urban bike share