

2015 Governor's Transportation Vision Panel

Public Transportation Revenue Scenario Executive Summary

ODOT's 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.

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: we are too dependent on federal sources for public transportation which restrict the investments necessary to meet Oregon's growing needs and strategic goals. State gas tax enables a broad spectrum of highway-related investment. Public transportation does not have the same opportunity.

The 2012 "Oregon Non-Roadway Transportation Funding Options; Report to the Governor" estimated an **annual gap of \$363.9 million** additional funds to meet demand for public transportation service in Oregon. This figure is based on the increasing costs of preserving current service levels for senior and disabled transportation and increasing local levels of services to meet growing demand as defined by local transportation plans. It did not include the investment in a connected, long-distance, statewide network of service, which is required to meet Oregon's strategic goals.

INVESTMENT NEEDED TO MEET BASIC MOBILITY NEEDS = \$108 MILLION

Funding public transportation at \$363.9 million annually is not likely achievable in the near-term. The Public Transportation Advisory Committee recommends the following investments to sustain and increase the opportunities of local transit agencies to meet current and growing needs.

The following are estimates for additional resources to meet the basic mobility needs of Oregonians. These estimates focus on the statewide special transportation programs to provide transportation for senior and disabled Oregonians and the needs of rural and small urban communities. This investment would help close service gaps such as providing more frequent and additional hours of services as identified in the "2012 Oregon Non-Roadway Transportation Funding Options Report," stabilize services and provide revenue to respond to increasing demand for services.

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- **Special Transportation (\$59.5 million)** would stabilize the current Special Transportation Fund Program for urban and rural areas to increase mobility options for seniors and people with disabilities. In the 2015-17 biennium, \$13 million per year is currently allocated for senior and disabled transportation services.
- **Rural and Small Urban General Public Transportation (\$22 M)** would provide non-federal funds to help agencies to access available federal resources to build general public systems.
- **Rural and Small Urban Facilities (\$4.5 M)** would help rural and small urban systems to build special purpose transit buildings which are essential to the efficient operations and maintenance of vehicles and program management.
- **Transit Vehicles State of Good Repair (\$22 M)** would assist local agencies to maintain the state fleet in safe operating condition. A fleet of more than 2,000 publicly-owned transit vehicles serves Oregon and is the backbone of safe public transportation. (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 vehicles need replacement over the next five years to achieve the federally defined "state of good repair."

INVESTMENT NEEDED TO MEET STATEWIDE GOALS = \$19-23 MILLION ANNUALLY AND ONE-TIME FUNDING OF \$20 to \$59 MILLION

This second recommendation focuses on statewide and regional connectivity, congestion relief, reduction of greenhouse gas and resilience needs. Significantly, the \$363.9 million Non-Roadway Transportation Funding estimate does not include these costs.

It is ODOT's role to work with local governments and others to plan for the state's multimodal transportation system. 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. Developing a broad spectrum of public transportation services that provide statewide access, are regionally connected, redundant and with capacity will assist public transit providers to meet these emerging needs. It will also help public transportation prepare for adapting and responding in extreme events such as a Cascadia subduction zone earthquake.

ANNUAL INVESTMENTS

- **North Willamette Valley, southern and central Oregon urban areas frequent services: (\$8 million)** per year that would increase current service level to at least hourly service.
- **Rural service connectivity improvements: (\$8 million)** per year to enhance connections from rural areas to intrastate connections such as rail, intercity bus and other more frequent services.

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- **Resiliency planning and adaptive capital for flood, fire, and quake preparedness response (\$1 to \$5 million)** per year.
- **Transportation Options and Customer Service/Information (\$2 million)** to help Oregonians make smart healthy travel choices. Information about options, ticketing, timing, scheduling, all help make better use of the entire transportation system.

ONE-TIME INVESTMENTS

- **Park and rides in the northern I-5 corridor (\$15 to 50 million)** for initial planning and construction of three facilities
- **Hub improvements for the Willamette Valley, southern and central Oregon, including potential bike share (\$1 to 5 million)** for about fifty hubs linking transit services, parking and bicycle facilities at ~\$10,000 to \$200,000 each
- **Improved technology equipment, travel information and regional seamless fares (\$4 million)**

Additional support for the Metro and TriMet efforts will be very important to continue the successful movement of people that reduce impact on freight and influence the entire state and northwest economy. This summary does not address big capital investments to help the large urban providers meet statewide goals.