

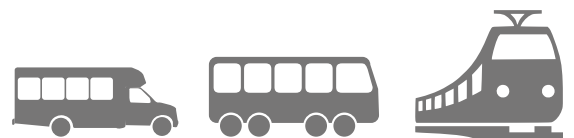


Oregon Public Transportation Plan

FINAL

Implementation Work Program

MARCH 2020

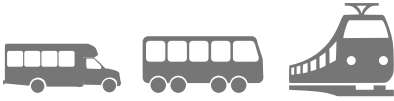


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Table of Contents

Background.....	2
OPTP Key Initiatives.....	3
Plan Integration	4
Regional and Intercity Service	5
Public Transportation Technology	6
Implementation Roles	7
Next Steps.....	8

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ODOT Implementation Work Program

Every day, thousands of urban and rural Oregonians use public transportation to travel to work, go shopping, get to school, see the doctor, and visit friends. Public transportation connects people within and between Oregon communities in all corners of the state. The Oregon Public Transportation Plan (OPTP) establishes statewide goals, policies, and strategies to advance public transportation across the state.

The OPTP Implementation Work Program describes a framework for implementing the goals, strategies, and initiatives laid out in the adopted Plan.

Given the organizational shifts to more fully integrate the Oregon Department of Transportation (ODOT) multi-modal services, it is likely there will be a more rapid evolution of the strategies and actions contained in this work program. Likely shifts include actions to prioritize reducing greenhouse gas emissions and improving equitable access to the transportation system, particularly multi-modal transportation options.

Oregon Public Transportation Plan Vision

In 2045, public transportation is an integral, interconnected component of Oregon's transportation system that makes Oregon's diverse cities, towns, and communities work. Because public transportation is convenient, affordable, and efficient, it helps further the state's quality of life and economic vitality and contributes to the health and safety of all residents, while reducing greenhouse gas emissions.



Background

The Oregon Transportation Commission (OTC) adopted the OPTP in September 2018. It provides the statewide policy framework to guide state, regional, and local public transportation investment decision for up to 25 years.

The OPTP goals, policies, and strategies were developed with extensive input from state and local agencies, stakeholders, and the public, and inform regional and local planning efforts where the stage is set for transit investment decisions.

Figure 1. Ten Goals of the Oregon Public Transportation Plan



OPTP Key Initiatives

Stakeholders identified three key initiatives – **Plan Integration, Regional and Intercity Service, and Public Transportation Technology** – during development of the OPTP which frame ODOT’s near-term implementation of the Plan.

The following chart shows the three OPTP key initiatives. Under each key initiative are examples of ODOT implementation activities.

Figure 2. OPTP Key Initiatives

Oregon Public Transportation Plan (OPTP)		
Plan Integration	Regional and Intercity Service	Technology
Guidance	Transit Network	Multi-Agency Collaboration
<ul style="list-style-type: none"> Basic Level Of Service Equity Transit Planning Guidance First/Last Mile – Funding Criteria 	<ul style="list-style-type: none"> Connectivity Intercity Public Transportation Network Multi-Agency Collaboration 	<ul style="list-style-type: none"> E-Fare One-Stop Trip Planning Statewide Software Licenses



Albany Station
 (Photograph credit:
 Amtrak Cascades)

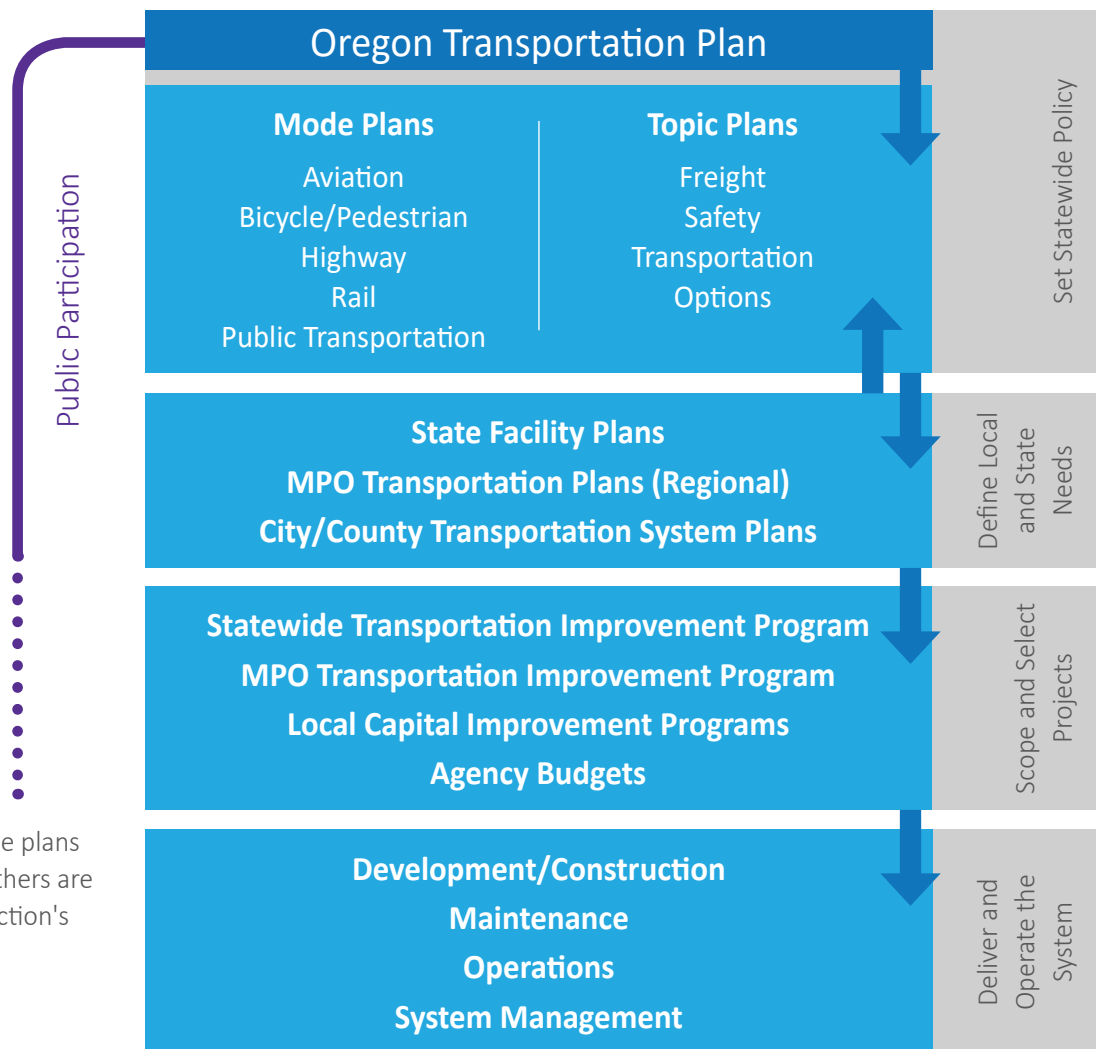
Plan Integration

The agency focus in this key initiative is to enable agencies in different parts of the state to integrate their planning activities through investments, solicitation criteria, and coordination framework.

Actions

- Conduct research, develop best practices, and provide technical assistance on social equity to transportation decision makers.
- Provide technical assistance and tools for internal staff and external stakeholders to apply OTP goals and strategies to their planning efforts.
- Establish metrics and analysis tools for assessing a basic level of public transportation service, scalable to different communities, as a guide to investment considerations.

Figure 3. Integrated Transportation Planning



The OTC approves state plans and programs while others are adopted by the jurisdiction's board or commission.



Regional and Intercity Service

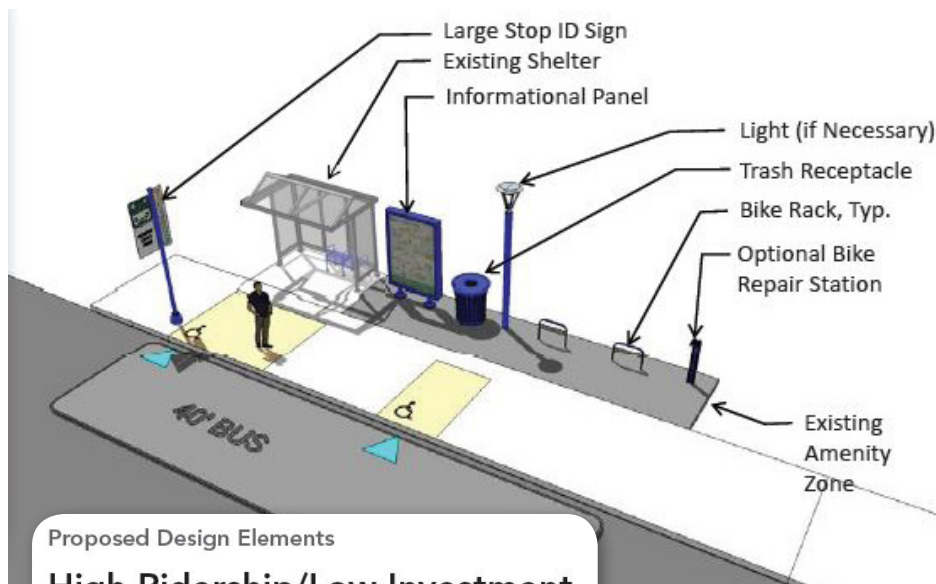
The Regional and Intercity Service initiative focuses on maximizing connectivity across the transit network, locally, regionally, and statewide.

Actions

- Identify transit connectivity gaps and needs for coordinated and seamless transit connections.
- Provide procurement, service, marketing, and other tools for public transportation providers to leverage resources and create consistent solutions.

Collaboration between ODOT and Northwest Oregon Transit Alliance (NWOTA)

ODOT and NWOTA worked together to develop new and improved transit stop design concepts throughout northwest Oregon and the northern coast. Through a successful multi-agency collaboration, NWOTA is now applying for funding to implement and build 24 new transit stops at key locations in a number of communities.



Proposed Design Elements

High Ridership/Low Investment

- Stop Footprint (Existing/New/Combination) dimension varies
- Shelter (New or Existing)
 - Shelter Signage Information Panel (New)
- Stop ID Sign – Large (New)
- Bench (New or Existing)
- Trash Receptacle (New)
- Bike Parking (2 racks or lockers)(New)
- Optional Bike Repair Station (New)
- Optional public art

ODOT is developing an annual Statewide Transit Network Report to better understand the transit network across the state. The report identifies underserved intercity transit corridors with little to no transit access and found that gaps, indirect routes, and long transfers are all issues. Some examples of findings include:

Gaps: Intercity transit does not exist between Coos Bay and Grants Pass and Coos Bay and Roseburg.

Indirect Routes: Madras and Bend to The Dalles and Hood River require significant out-of-direction travel.

Long Transfers: Medford to Bend has long transfers via either Klamath Falls or Eugene.



Public Transportation Technology

Rapidly changing transportation technology presents new opportunities and challenges for service providers and riders alike. In this key initiative, ODOT focuses on tools to understand and effectively use **technology**.

Actions

- Provide statewide software licenses and data collection and analysis systems for use by Oregon public transportation providers.
- Research Intelligent Transportation Systems and provide guidance for system application.
- Lead and champion use of alternate fuels vehicle and technologies across Agency initiatives.
- Advance data-sharing opportunities, tools, and standards.

Greater Oregon Behavioral Health Institute (GOBHI) – Route Planning

Non-emergency medical transport can be one of the most expensive modes of local public transportation. While door-to-door services are necessary for some Medicaid members, others may be able to use scheduled public transportation. GOBHI provides these transport services in 14 counties in eastern and central Oregon through purchase agreements with as many as 30 service providers using several hundred drivers for individual trips. These 6,000 – 8,000 rides cost as much as \$80,000 annually.

Using the ODOT enterprise license for Remix, GOBHI is identifying origin and destination pairs within ¼ mile of scheduled public transportation services. The goal is for GOBHI to understand, at street-level detail, the origins and destination pairs relative to existing scheduled public transportation, helping to develop options for routes and schedules that could accommodate Medicaid members. This initiative represents an effort by GOBHI to align its services and mission with that of local public transportation providers – benefiting both riders and providers alike.

Under House Bill 2017, 1% of Statewide Transportation Improvement Funds is to be used by ODOT for a statewide technical resource center to support transit providers in rural areas with training, planning and information technology needs. This includes a Technical Resource Center to help Oregon’s transportation agencies find resources for training, transportation planning, and technology tools.

The Technical Resource Center can be found at: <https://www.oregon.gov/ODOT/RPTD/Pages/Technical-Resource-Center.aspx>

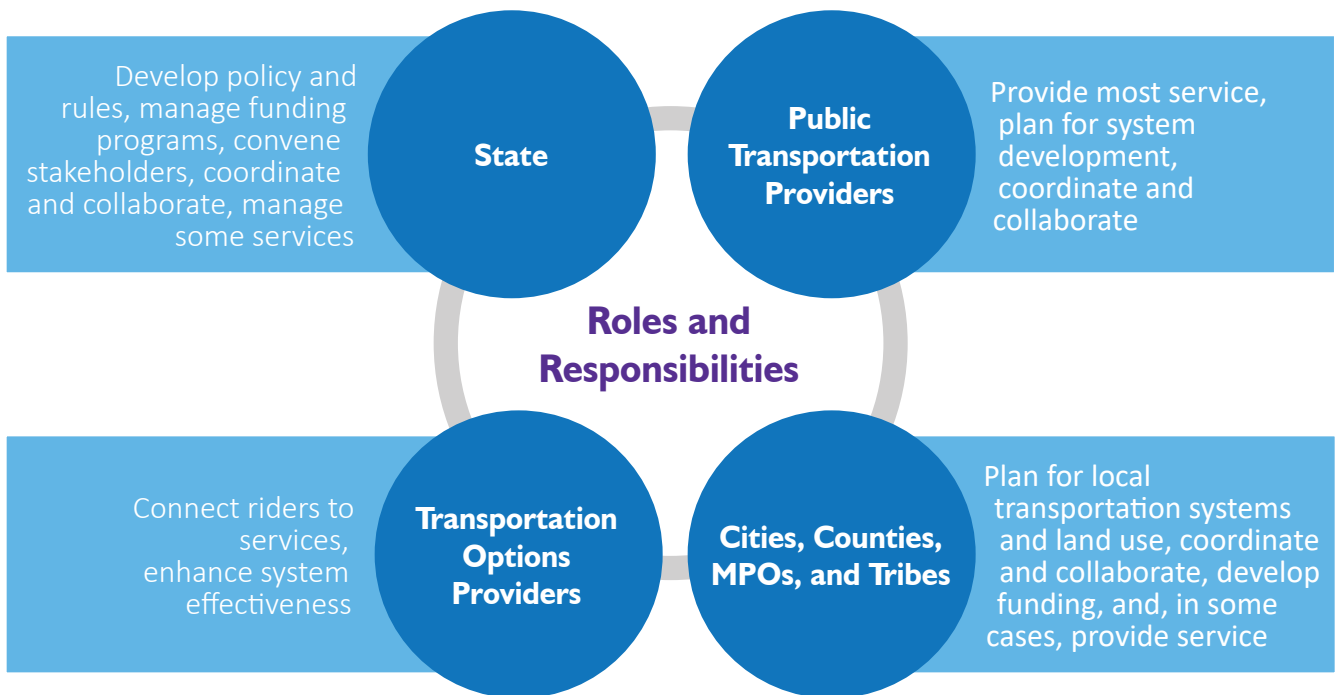


Implementation Roles

Multiple entities play a part in implementing this Plan. The State, public transportation providers, cities, counties, metropolitan planning organizations (MPOs), tribes, and local governments make public transportation funding, prioritizing, and development decisions. Transportation options providers, social service agencies, and private sector participants are also critical. ODOT is responsible for state level program management and oversight of public transportation programs, and provides a statewide vision of the public transportation network. Local entities and public transportation service providers determine local priorities and plan for transportation and land use accordingly. Local agencies will use the Plan as they develop policies, plans, and investment programs. Local priorities, combined with state policy direction, determine investment decisions that shape public transportation in communities.

The Public Transportation Advisory Committee (PTAC), created by the OTC in 2000 to advise OTC and ODOT on transit issues, provides leadership in public transportation program implementation. PTAC informs and guides local agency practices, and partners with ODOT to accomplish OPTP goals. Overarching direction and approval is provided by the OTC.

Figure 4. Implementation Roles



Next Steps

OTTP implementation is already underway. As Agency integration efforts progress and more stable public transportation funding allows external agencies to plan and implement improvements, the policy framework provided by the OTTP and its associated work program will advance development of the public transportation system in Oregon. Short term actions and pilot projects from this implementation Work Program will grow into medium- and long-term programs. ODOT and its partner stakeholders will work collaboratively to make the OTTP vision a reality.

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