Oregon Department of Transportation

Powered by ZoomGrants™

Oregon Department of Transportation
Rail and Public Transit
STIF Discretionary and Statewide Transit Network
2/1/2019 deadline

Oregon Cascades West Council of Governments

Providing a Seamless Transit Experience

Jump to: Application Questions Budget and Project Tables Document Upload

Submitted: 2/1/2019 5:38:05 PM (Pacific)

Project Contact
Nicholas Meltzer
nmeltzer@ocwcog.org
Tel: 541-758-1911

Additional Contacts
pwarnock@ocwcog.org, dnichols@ocwcog.org

Oregon Cascades West Council of Governments

1400 SE Queen Ave
Suite 205
Albany, OR 97322

Executive Director
Fred Abousleman
fabousle@ocwcog.org

Telephone 541-758-1911
Fax 541-967-4651
Web http://www.ocwcog.org/
EIN 93-0584306

Application Questions top

Provider Information

1. Transit Agency Type
- e City
- e County
- e Mass Transit District
- e Transportation District
- e Special District
- ✔ Intergovernmental Entity
- e Municipal/Public Corporation or other political subdivision
- e Indian Tribe
- e Non-Profit
- e Private For-Profit

2. What is the main type of service that will be supported by this grant?
- ✔ Fixed Route
- e Demand Response
- e Deviated Fixed Route

Risk Assessment Information

This risk assessment section contains a subset of the entire risk assessment. The entire risk assessment will be populated with the answers you provide in this section and data already reported to RPTD. Please contact Andrew.S.OKeefe@odot.state.or.us for assistance.

3. Did your agency have any turnover of management or financial staff in the last 2 years?
- ✔ Yes
- e No

4. Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?
- ✔ Yes
- e No

5. What type of accounting system does your agency use?
- e Manual
- ✔ Automated
- e Combined

6. Does your agency have a system in place that will account for 100% of each employee's time?
- ✔ Yes
- e No

7. Did your staff members attend required training and meetings during prior grant awards?
- ✔ Yes
- e No

8. Was your agency audited by the Federal government in the past 2 years?
- e Yes
- ✔ No

9. If yes, did the audit result in one or more audit findings?
- e Yes
- e No
- ✔ N/A

10. Did your agency stay on budget in the past two years?
- ✔ Yes
- e No

Applicant Qualifications

11. Describe how your agency has legal, managerial and operational capacity to perform and report on project progress within the scope, schedule and budget. (Operational capacity specifically for workload of projects in this application.)
Enter response in text box or upload your response on the Document Upload tab of the application and write "See Upload."
Oregon Cascades West Council of Governments currently has multiple Intergovernmental Agreements (IGAs) with the Oregon Department of Transportation (ODOT). Each IGA is for a different grant or operating agreement, and the specifics of reporting and billing vary. In addition to a regional park and ride analysis and multimodal connectivity grant, OCWCOG serves as the administrative and fiduciary agent for Corvallis Area MPO, Albany Area MPO, and the Linn Benton Loop. Our administrative and finance staff manage all of these contracts with clear communication, project management software, and organization. An organizational chart of our project team is included in Attachment 1.

OCWCOG as a whole manages nearly $40 million in state and federal contracts, further demonstrating the organization's legal, managerial, and operational capabilities in addition to regular reporting duties.

12. Capacity to Maintain Compliance

- ✔ By checking this box, the applicant certifies that if they are awarded funding they are able to meet or will have the capacity to maintain compliance with applicable federal, state and local laws and regulations including, and not limited to, those pertaining to passenger transportation, civil rights, labor, insurance, safety and health.

13. Does the applicant plan to use a Sub-Recipient or contractor to implement the grant supported activity?

- ○ Yes
- ✔ No

14. If Yes, please list the Sub-Recipient(s) and describe how the applicant will provide sufficient Sub-Recipient/contractor oversight to ensure eligibility is maintained while receiving STIF Discretionary or Statewide Transit Network moneys.
If Yes, enter response in text box or upload response on the Document Upload tab and write "See Upload." If No, write N/A.
N/A

Project Information

Try to answer all questions, even if your project does not fit neatly within a category. No answer means a zero score.

15. Describe the project to be funded.
See application instructions for required content. Enter response in text box or upload response as an attachment in the Document Upload tab and write "See Upload."
This project has a dual focus: (1) to expand and centralize transit services within the region in an effort to reduce the financial and administrative burden on individual agencies, and (2) to better serve public transit riders through development of an online trip planning tool, installation of real-time bus technology, and development of a mobile ticketing application.

OCWCOG currently provides training and eligibility verification for Medicaid transportation providers and clients throughout Lincoln, Benton and Linn Counties. However, these same trainings are not available to many public transit providers that operate in our region. Training and eligibility services are three-fold: driver training, travel training and paratransit eligibility. The COG already offers nationally certified courses to non-emergent medical transportation (NEMT) providers through our Medicaid transportation brokerage, though funding is often not available for local agencies. Seed funding will expand this training to all providers in the region and reduce the administrative burden on individual agencies.

One-on-one travel training, also offered through NEMT, is provided to participants using our brokerage services and is reimbursed through Medicaid. While the travel training class is not currently available to the general public, this funding would allow us to pilot a publicly available service and define long-term funding. Finally, paratransit eligibility qualification paperwork is currently completed by local public transit service providers who are often strained by limited time and resources. As COG already evaluates eligibility for NEMT, we are trained and capable to provide this service. Centralizing this service for the broader region may decrease the need for paratransit use and increase community mobility when used in conjunction with travel training.

The second stage of this project shifts the customer service focus from public transit agencies to public transit riders. Our tri-county region has seven public transit agencies all operating with different fares, schedules, maps, and branding. This stage is also divided into three sub-parts.

The first sub-part involves centralizing route information on a new website, updated weekly with the region's transit schedules and fare information. The second stage involves incorporating real-time bus information for all public transit buses in the tri-county region. Through implementation of on-board GPS equipment and utilization of GTFS (included in the cost of the grant), as well as the back-end management software, Swiftly, riders in the region would have instant access to the real-time location of all buses and routes in Lincoln, Benton and Linn County. The third stage involves development of a mobile ticketing platform that would work across all public transit providers in the region. Available to anyone with a smartphone, the application allows a user to buy a ticket for each system independently, or purchase a regional fare to travel across providers with ease.

With our mission of helping the region's communities collaborate to solve problems and connect needs with opportunities, our hope is to provide the tools to make transportation by non-single occupancy vehicle as easy and seamless as possible. This project will not compete with for-profit providers. If the project is not funded, services will continue to operate independently and connections across the region will remain challengi

16. What Local Plans include this project and elements of the project?
See guidance for exemptions to this requirement.
This project is either directly supported or mentioned in ten local, regional or statewide plans including:

Benton, Linn and Lincoln County's Transportation System Plans,
Corvallis and Albany Transportation System Plans,
Corvallis and Albany Transit Development Plans,
Central Willamette Valley Regional Coordinated Care Plan,
Oregon Public Transportation Plan

A summary of each plan, the internet location, and appropriate page numbers are included in Attachment 4. Furthermore, while we have identified the need for this project within each of these plans, the project also provides statewide benefits to multiple providers. As noted in Attachment 2, our project will integrate with all of the providers in the tri-county region, establishing the same working platform and software service. We see this not only as a benefit to our region, but as a potential pilot for other regions in the state as well. The platform we're proposing is the same currently used by members of the Northwest Oregon Transit Alliance, and we have had initial talks on how to integrate our work, which would even further maximize return on investment.

While identification of the project in local plans is not required if it provides statewide benefits to multiple transit providers, the clear local interest further strengthens the need for our project.

17. What is the minimum award amount that will still allow your project to proceed?
Enter an amount in dollars.
497500

18. Select the fund source(s) that you think best aligns with your application.
Check all that apply

- ✔ STIF Discretionary
- ✔ STIF Intercommunity Discretionary
- ○ FTA Section 5311 (f) Intercity Discretionary

Equity and Public Transportation Service to Low Income Households

(Score weights: Discretionary = 20%, STN = 10%)

19. Describe how the project supports and improves access for vulnerable populations.
Collectively, the tri-county region has approximately 250,000 residents. According to the ACS 2013-2017 data on Lincoln, Benton, and Linn Counties, approximately 15% of the population reports a disability, 18% are 65 or older, and 1% of all households report limited English proficiency. While this does not constitute a full array of vulnerable populations, it does distinctly show a need to plan for additional transit support in our region. Attachment 5 shows additional information regarding vulnerable population data for each county.

Centralizing information and developing user-friendly transit applications for the general public provides a much needed resource for our vulnerable populations. Many of our current services (driver training, travel training, and paratransit eligibility) are used by either the vulnerable populations themselves, or by those providing a service to the population. Further, expanding these services to a greater number of agencies builds upon an already strong foundation of education and training.

Development of a trip planning tool, mobile ticketing application and the provision of real-time bus information to the public means that a user can plan for, purchase, and ride on one ticket across a multitude of regions, providers, and routes with ease. Populations of all abilities will be able to utilize this service through both a web-based application, available through a mobile application, or by a phone call. The application can be accessed using the language set by the user's smartphone, and the web-based and phone service will offer bilingual information.

The other benefit of this service is the real-time bus information. Even the most reliable bus routes can be disrupted by traffic, accidents, or inclement weather. Instead of waiting outside for a bus to arrive based on the schedule, a transit user will now be able to see, in real-time, the location of the bus on its route and plan accordingly. In a geographically large area with an abundance of service providers and routes, this would be impossible to accomplish without a regionally coordinated effort to centralize and digitize data and present it to the public in a digestible and easy to understand format.

Coordination of Public Transportation Services

(Score weights: Discretionary = 10%, STN = 30%)

20. Describe how the project is a collaboration of multiple agencies or involves consolidation, coordination, or resource sharing between agencies.
This project will fundamentally change how people use transit in the Mid-Willamette Valley and beyond by integrating transit schedules, ticketing, real time bus information, and Medicaid training and eligibility across three counties and five transit agencies. Instead of each public transit provider developing their own mobile application, there will be one that serves all agencies across the region. Instead of having to pay for each provider's ticket during a transfer, you'll be able to buy one ticket to travel across three counties. Instead of calling each transit provider to see if you're eligible for discounted fares, a transit rider will be able to call one agency. And finally, regardless of where you are in Lincoln, Benton and Linn Counties, you'll be able to make one phone call to know where your bus is and if it's running behind.

Through partnering on software services at a regional level, the cost for each agency to participate will be reduced by thousands of dollars, potentially providing their customers something they couldn't afford on their own. For example, Lincoln County currently uses Swiftly and pays $10,000 for that service, which is the baseline cost for an agency. By working collaboratively, the COG can purchase Swiftly for $35,000 and provide it to all six agencies in the region, reducing the cost for each. Furthermore, as they will be using the same software, agencies will also be able to troubleshoot any issues and discuss best practices. OCWCOG plans to establish a regular working group of regional transit providers to bring these agencies together, thereby encouraging collaboration, coordination and resource sharing.

The centralization of Medicaid eligibility and training will consolidate the program administration and management of this service from seven agencies and three counties down to one organization. As OCWCOG already provides this service for non-emergent medical transportation, our experience will reduce the administrative burden while letting public transit providers focus on service delivery.

Statewide Transit Network

(Score weights: Discretionary = 10%, STN = 30%)

21. Describe how the project supports and improves the utility of the statewide transit network, improves the passenger experience, benefits multiple transit providers, and/or creates a foundation for future statewide transit network improvements.
This project will drastically improve the customer experience for both public transit riders and Medicaid eligible riders throughout Lincoln, Benton and Linn County. By providing real time bus information accessible via a number of third party mobile applications, as well as a mobile ticketing application, transit use will be easier and more accessible to residents and visitors of the Mid-Willamette Valley. In addition to improving the passenger experience on the front end, the integration of these services becomes an asset to transit agencies on the back end.

Through mobile ticketing, agencies can see the number of users utilizing the application, what kind of tickets users are buying, and how often transit services are being used. This has potential to improve service in a provider's immediate area, but assist in collaboration with neighboring providers to improve connections across the region. This would inherently benefit multiple providers.

The Oregon Public Transportation Plan's Goal 1 is about improving the customer experience through consistent and reliable information through multiple sources and media. Getting multiple agencies on board with this project will benefit the Statewide Transit Network as a whole through providing easy to use information and ticketing for residents and visitors alike.

Funding and Strategic Investment

(Score weights: Discretionary = 20%, STN = 10%)

22. Describe how project match requirements will be met or exceeded. If this project will last beyond the 19-21 biennium, describe the plan for ongoing funding including match.
Describe why investment in this project makes sense both from the perspective of current need and long term Oregon transit needs.
We anticipate submitting a Transportation Options Innovation grant to fulfill our match requirements, however if we are unsuccessful we will explore funding through other sources. Our project budget will cover the costs for a full two years to get regional transit agencies on board and all working off the same platform. After this time, we will transition to member based pricing, in that agencies will directly pay for their use of the software and ongoing maintenance costs. The software costs $35,000 annually for the entire three county region, and the on board equipment is estimated at $500/bus/per year. After the first two years, staff will also be charged for attending the driver training once we have covered the cost to get all drivers up to the same level.

The remainder of costs for this project are one time start-up costs and thereby will not require additional funding or match.

23. Does this project depend on other funding sources including other discretionary grant processes whose outcomes are uncertain?
If yes, identify the fund source and anticipated timing of funding certainty. If no, write N/A.
We anticipate submitting a Transportation Options Innovation grant to fulfill our match requirements, however if we are unsuccessful we will explore funding through other sources. The project is not dependent on the receiving the Innovation grant.

Environmental and Public Health

(Score weights: Discretionary = 15%, STN = 10%)

24. Describe how the project reduces greenhouse gas emissions, reduces pollution, and/or supports positive health outcomes.
Increased transit ridership means fewer vehicles on the road and lower emissions overall. Public transportation is more fuel efficient per passenger mile than single-occupancy vehicles and more sustainable for a growing community. Transit travel can also be less stressful then driving, biking, or walking on congested or speed roads.

Cities are made more livable when there's less traffic and more travel by public transportation, walking and biking. Many riders on current regional routes are commuters and students. Providing high quality public transportation service lowers the impact of work centers and college campuses by reducing the need for surface parking and reducing vehicle pollution. By making public transportation more accessible and user-friendly through the mobile ticketing application and web based service, we hope to increased public transportation use and lower the number of single-occupancy trips made across the region

These services also benefit our vulnerable populations who need to use public transportation for medical or financial reasons, thereby improving health outcomes by making it possible for them to travel more easily around the region.

Safety, Security, and Community Livability

(Score weights: Discretionary = 25%, STN = 10%)

25. Describe how the project increases use and participation in active transportation, including public transportation.
The development of customer-focused transit tools encourages more consistent use of public transportation by those already riding, and may encourage users who do not currently use transit due to complicated planning and purchasing, unreliability of buses and routes, and inexperience with riding public transit to try it out for sporadic or everyday use. Travel training provides an opportunity for those who have never, or infrequently, used public transit to learn about it ahead of time in a safe and not time-sensitive environment. The trip planning tool allows someone to find their best option for transferring routes across the region seamlessly, with the website and call center as additional tools to help them get to their destination. The mobile ticketing application makes it possible to purchase one ticket across multiple agencies and keeps it in a digitally accessible location. The real-time bus information means users won't be caught missing or waiting for a bus that's off schedule, leaving the user with a better way to plan for unintended changes in the schedule or route.

Not only does this increase the potential for use as a transit rider alone, but it may also encourage more first- or last-mile connections for bikers, walkers, and vehicle drivers. Greater knowledge about bus schedules means greater flexibility in mode choice when traveling for work, recreation, or personal use.

The addition of offering a web and phone based service for trip planning, in addition to travel training, means that vulnerable populations who might be getting rides from a personal vehicle or van pool now will have the option to choose public transit when necessary or convenient.

26. Describe how the project supports and improves safety of passengers in transit vehicles and safety of other roadway users.
Passengers in transit vehicles can benefit from this project through the use of the real-time bus information and the service provided by travel training, driver transit, and paratransit eligibility.

There are many times when transit isn't seen as a viable option. By expanding services, providing additional driver and travel training, and offering trip planning tools and real-time bus information, the likelihood of someone taking transit is increased. It is also increased by the quality of service and customer facing options such as the web and phone based trip planning service. Other roadway users benefit from this project through increased training opportunities for service providers, increased transit ridership, and greater security with the use of cameras and GPS equipment on board all buses.

Capital Assets

Capital assets are items that cost at least $5,000 and have a useful life of at least 3 years.

27. Describe proposed capital purchases. Enter asset details in the Budget and Project Tables tab.

For capital construction projects, additional documentation will be required in the Document Upload tab. See guidance for more information. If no capital assets are included in your application, write N/A.

N/A

Budget and Project Tables *top*

Project Category and Fund Source

Project Category	Project Cost	Other Fund Source (Federal)	Other Fund Source (State)	Other Fund Source (Local)	Other Fund Source (Other)	Project Category Totals
Vehicle Purchase - Expansion	$	$	$	$	$	$ 0
Vehicle Purchase - Replacement or Right-Sizing	$	$	$	$	$	$ 0
Equipment Purchase	$	$	$	$	$	$ 0
Facility Purchase	$	$	$	$	$	$ 0
Signs/Shelters Purchase	$	$	$	$	$	$ 0
Planning	$	$	$	$	$	$ 0
Project Administration	$	$	$	$	$	$ 0
Operating	$	$	$	$	$	$ 0
Preventive Maintenance	$	$	$	$	$	$ 0
Mobility Management	$ 497,752	$	$	$	$	$ 497,752
Total	**$ 497,752**	**$ 0**	**$ 0**	**$ 0**	**$ 0**	**$497,752**

Project Totals and Match Rate

Fund Source	Total Project Amount (Grant Amount + Match Amount)	Match Rate	Grant Amount	Match Amount	Match Sources	Overmatch Amount (If Any)	Match Funding is available if project is awarded?	Date match available	% of Funds used for Demand Response Transportation	% of Funds used for Fixed Route Transportation
STIF Discretionary - All Project Categories (20% Match)	$	%	$ 0	$ 0	Text	$	Yes/No	xx/xx/xxxx	%	100 %
STIF Discretionary - All Project Categories, Qualified Projects (10% Match)	$	%	$ 0	$ 0	Text	$	Yes/No	xx/xx/xxxx	%	100 %
STIF Intercommunity Discretionary - All Project Categories (20% Match)	$	%	$ 0	$ 0	Text	$	Yes/No	xx/xx/xxxx	%	100 %
STIF Intercommunity Discretionary - All Project Categories, Qualified Projects (10% Match)	$ 497,752	10 %	$ 447,977	$ 49,775	TO Innovation Grant Text	$	No Yes/No	xx/xx/xxxx	%	100 %
5311 (f) Intercity - Operating (50% Match)	$	%	$ 0	$ 0	Text	$	Yes/No	xx/xx/xxxx	%	100 %
5311 (f) Intercity - Capital, Planning, Project Administration, Preventive Maintenance, Mobility Management (20% Match)	$	%	$ 0	$ 0	Text	$	Yes/No	xx/xx/xxxx	%	100 %

Vehicle Purchase

Vehicle Purchase	Vehicle Purchase Type	VIN of vehicle being replaced	Make	Model	Vehicle Category	Quantity	Unit Cost	Total Cost	Seats	ADA Stations	Seats w/ADA Stations Deployed	Fuel Type	Estimated Order Date	Estimated Delivery Date	Mileage	Date of Reading	Seller	Vehicle Condition
Vehicle Purchase 1	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 2	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 3	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 4	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 5	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 6	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 7	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 8	Expansion/Replacement	Only answer if replacing	Text	Text	Select Letter (A-E)	#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing	Only answer if purchasing	Only answer if purchasing	Only answer if purchasing

		vehicle													used vehicle	used vehicle	used vehicle	used vehicle
Vehicle Purchase 9	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)		#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle
Vehicle Purchase 10	Expansion/Replacement	Only answer if replacing vehicle	Text	Text	Select Letter (A-E)		#	$	$ 0	#	#	#	G/D/BD/E/HG/CNG/OF	xx/xx/xxxx	xx/xx/xxxx	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle	Only answer if purchasing used vehicle

Vehicle Replacement Information

Vehicles to Be Replaced	Year	Make	Model	Vehicle Category	VIN	Seats	ADA Stations	Seats with ADA Stations Deployed	Fuel Type	Vehicle Mileage	Disposal Type	Vehicle Condition	Vehicle Maintenance History
Vehicle Replaced 1	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 2	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 3	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 4	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 5	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 6	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 7	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 8	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 9	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.
Vehicle Replaced 10	xxxx	Text	Text	Select Letter (A-E)	17 digits	#	#	#	G/D/BD/E/HG/CNG/OF	#	Sale/Donate/Salvage	Good/Adequate/Marginal/Poor	Also include Right-sizing justification if applicable.

Equipment, Bus Stop Amenities, and Other Assets

Equipment, Signs, Shelters, Facilities, Land	Item Description	Model Number	Quantity	Estimated Unit Cost	Total Cost	Expected Order Date	Expected Delivery Date	Item Location	Lot Size	Square Footage	If breaking ground, have you filled out DCE?
Row 1	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 2	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 3	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 4	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 5	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 6	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 7	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 8	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 9	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable
Row 10	Text		#	$	$ 0	xx/xx/xxxx	xx/xx/xxxx				e If Applicable

Document Upload top

Documents Requested *	Required?	Attached Documents *
Document 1		Seamless Transit Experience_All Attachments
Document 2		
Document 3		
Document 4		
Document 5		
Document 6		
Document 7		
Document 8		
Document 9		
Document 10		

** ZoomGrants™ is not responsible for the content of uploaded documents.*

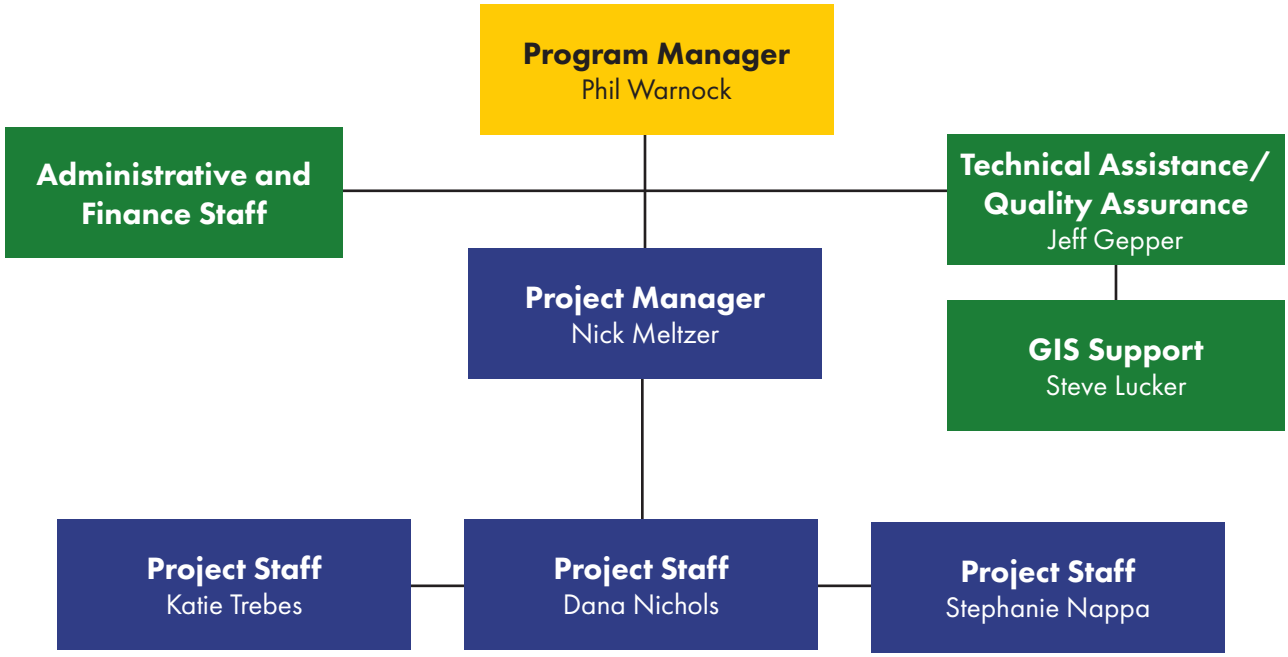
Application ID: 135451

Become a fan of ZoomGrants™ on Facebook
Problems? Contact us at Questions@ZoomGrants.com
©2002-2019 GrantAnalyst.com. All rights reserved.
"ZoomGrants" and the ZoomGrants logo are trademarks of GrantAnalyst.com, LLC.
Logout | Browser

Attachment 1

Oregon Cascades West Council of Governments

Seamless Transit Experience Project Team



Phil Warnock
Phil has over 20 years of experience working in the public, private and non-profit transportation sectors. His experience includes the development of non-emergent medical transportation services, transportation options programs including community bikeshare, vanpools, and Transportation Management Associations. He has been engaged with statewide modal and topic plans, serving on advisory committees for the Department of Transportation for Bicycle and Pedestrian, and Transportation Options Plans. He has served as the Chair of the Transportation Options Group of Oregon and as Vice Chair of the Public Transportation Advisory Committee for the State. He is a systems oriented thinker with a regional perspective for how our communities work and connect.

Jeff Gepper
Jeff received a specialization in land use and transportation planning with a masters from the University of Iowa's School of Urban and Regional Planning. His public sector experience highlights his ability to engage with community members, host public forums, and act as a community liaison for complex local, state, and federal programs. Jeff has been awarded and managed multiple Federal Lands Access Funds grants, including the redesign of a national park corridor to incorporate safer pedestrian and active transportation amenities. His knowledge and skills are most effective at the intersection of land use policy and transportation infrastructure at the community level.

Steve Lucker
Steve Lucker has a M.S. in Geography from Portland State University, and thirty years of experience in state and local government. He is an expert in GIS applications, and oversaw the major project of modernizing Oregon's FEMA Map/Risk MAP programs.

Nick Meltzer
Nick has eight years of transportation planning and engineering experience and has overseen projects ranging from road diet evaluations to the construction of bridge foundations. He has written statewide guidance on the use of green pavement markings for bicycle facilities, and contributed to multiple FHWA Guidebooks including Small Town and Rural Multimodal Networks, and Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts. He brings a particular emphasis on working with smaller and more rural communities to the project.

Dana Nichols
Dana has been working as a professional planner for 3 years. Formerly a City Planner for a small, rural town, she has experience managing complex long- and short-range planning projects, interfacing with the public on a variety of planning issues, and assisting with code development and updates. At the COG, Dana is lead staff for the Albany Area Metropolitan Planning Organization, working on transit management, short-and and long-term planning projects, and transportation programming. Dana holds a Masters in Community & Regional Planning from the University of Oregon.

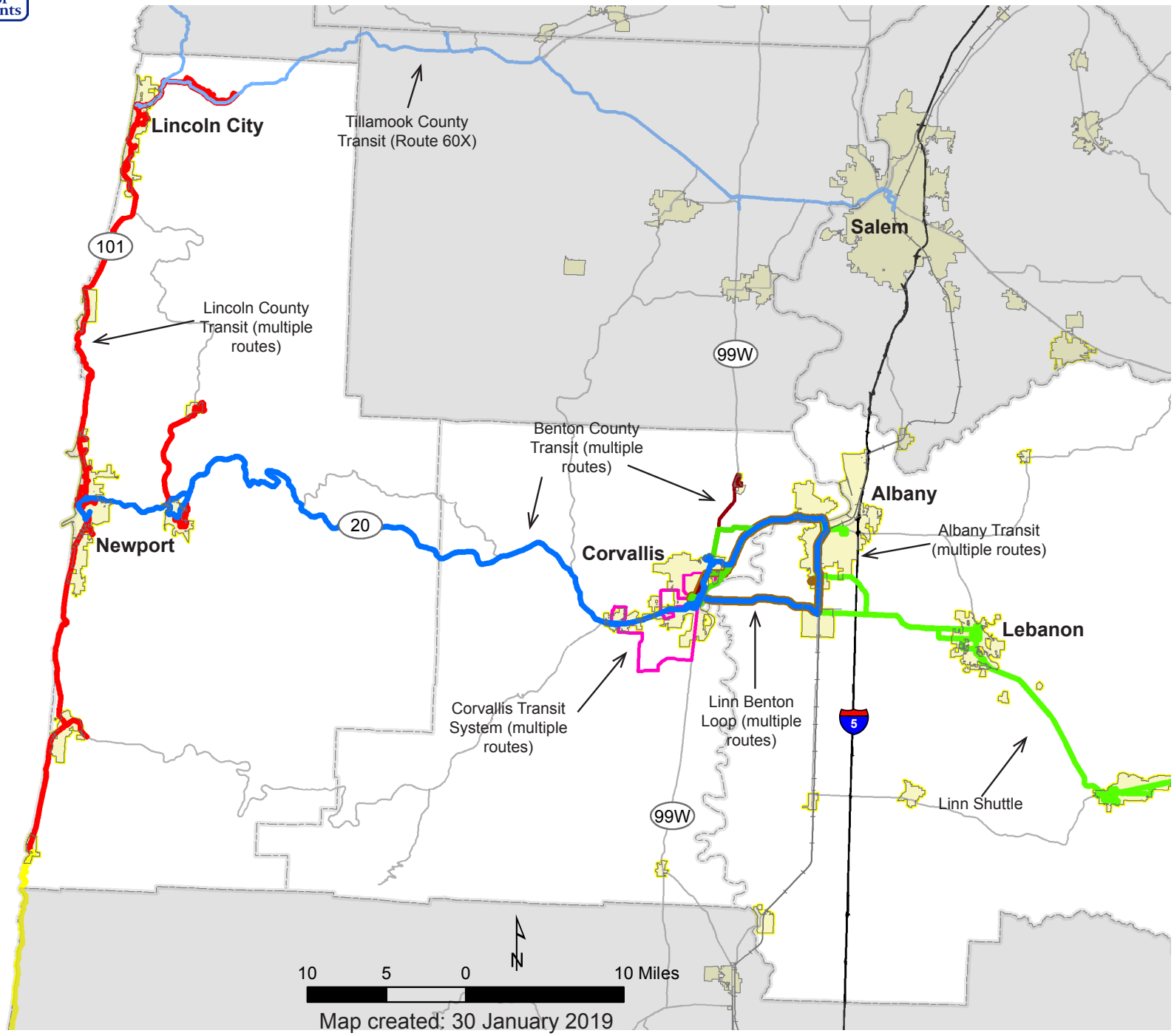
Stephanie Nappa
Stephanie received her Master of Community and Regional Planning from the University of Oregon School of Planning, Public Policy, and Management. She brings experience in emerging transportation trends including bikeshare, autonomous vehicles, and road usage charging.

Katie Trebes
Katie has been working on pilot and transportation projects for the last 3 years. She has implemented driver training and travel training programs. Additionally, she leads the Safe Routes to School for East Linn County and supports Transportation Options projects across the region. Katie has her Associate of Arts Degree from Chemeketa Community College and is passionate about getting more people to walk, bike and use transit.

Administrative and Finance Staff
The Community and Economic Development Department is supported by excellent finance and administrative staff that help keep projects on track by coordinating billing, reporting and organization. Staff manage multiple grants and coordinate schedules department wide though project management software and open communication.

Attachment 2

Transit Routes in the COG Region



Attachment 3

STIF Centralized Transit Services: Tasks & Schedule

PURPOSE: The vision for this project is the COG serving as a one-click, one-call, one-stop transportation service for transit providers, Medicaid and Medicare recipients, and the general public. Phase 1 seeks to expand existing services, and Phase 2 will centralize regional transit service management.

FIRST SIX TO TWELVE MONTHS (YEAR 1)

PHASE 1

Task 1

Expand Driver Traning

Expand driver training course beyond what is currently available to non-emergent medical transportation providers to all providers in the region.

Deliverable: Consolidated administration and additional Driver Training

Task 2

Pilot Travel Training Expansion

Expand travel training program to regional general public, beyond the current offering to participants only eligible through Medicaid reimbursement.

Deliverable: General public served by Travel Training program

Task 3

Paratransit Management

Expand paratransit and mobility services by bringing all evaluation and certification in house. This also limits the administrative burden on public transit agencies.

Deliverable: Additional service to community in paratransit management

TWELVE TO 18 MONTHS (YEAR 2)

PHASE 2

Task 4

Centralized Information Portal

Collect, consolidate, and distribute regional transit information including the five public transit agencies schedules, maps, fares, and branding.

Deliverable: Organized information from regional transit providers availabe to public

Task 5

Trip Planning Tool

Develop a "One Click, One Call" plan and provide the community with the tools necessary to either plan a trip online or through a customer service representative.

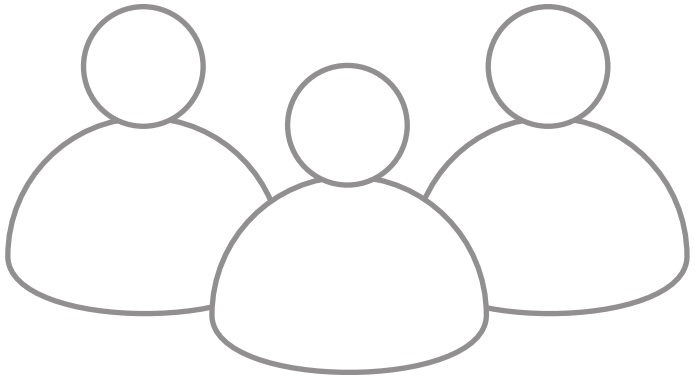
Deliverable: Trip Planning Tool (online and in-person)

Task 6

Mobile Ticketing Application

Implement "Mobile Passport," a mobile ticketing application that assists the public in planning trips throughout the region using one accessible, digital ticket.

Deliverable: Mobile Passport application available to public



NEXT STEPS

Ongoing Evaluation

Staff will monitor the effectiveness of the mobile web application and the success of the in-house trip planning service. If successful in the initial expansion pilot, driver training and travel training will continue to be offered through Oregon Cascades West COG.

2019

Plan Review: Centralized Transit Service

2019 STIF APPLICATION

OREGON CASCADES WEST COUNCIL OF GOVERNMENTS

Attachment 4

Local Plan Name:	Transit Development Plan
Governing Body that Adopted Plan:	Lincoln County Transportation Service District
Plan Adoption Date:	April, 2018
Local Plan Web Address:	https://www.co.lincoln.or.us/sites/default/files/fileattachments/transit/page/4754/order_4-18-103_lincoln_county_transit_development_plan_mobile.pdf
Relevant Page Numbers:	72
Website URL where plan is located:	https://www.co.lincoln.or.us/transit/page/transit-development-plan

Attachment 4

4.3.3 INFORMATION TECHNOLOGY

Real-Time Customer Information

LCTSD's website (http://www.co.lincoln.or.us/transit) posts schedules for all routes, but does not currently provide real-time bus arrival information. Real-time information helps improve the ridership experience by reducing passenger wait times, providing confidence that a bus has not been missed, and generally creating a more informed and comfortable rider. This information can be made accessible via LCTSD's website, smartphones, and through "push" technologies such as text messages. If the data is available to software developers, apps can be created for download for use on smartphone running Apple and Android mobile operating systems.

Dispatching

LCTSD currently uses a relatively low-cost dispatching software called Mobilitat Easy Rides for scheduling demand-response service. Mobilitat is used by many similar-sized transit agencies and is relatively inexpensive and simple, yet can be scaled up as service needs change and the system grows. It can generate the reports that LCTSD needs to submit to the National Transit Database and for asset management. The existing Mobilitat Easy Rides software currently fulfills the needs of LCTSD and there are no plans to move away from the existing dispatching software.

Cameras

LCTSD currently equips buses with security cameras. On-vehicle surveillance provides for documentation of criminal acts and can also be used to absolve the transit agency of fault in litigation involving passenger incidents. Security cameras (Closed Circuit Television, or CCTV) should also be considered for transit centers. Criminal behavior can be documented and recordings used to help prosecute perpetrators. In addition, the presence of a camera at a transit center can deter criminal activity and add to the sense of security for riders. For that reason, the presence of the cameras at the transit centers should be communicated. CCTV cameras pointed at a bicycle parking area can enhance security for bike parking that may be located at or next to a transit center.

CCTV can act as standalone units that record video that can be accessed as needed in response to an incident. They can also be paired with many other technologies, such as radio communications, silent alarms, and Automatic Vehicle Location (AVL) to create a broader security system. There are many options for security systems with wide ranges in capability and cost. Should LCTSD wish to pursue a possible security system, it is recommended that a study be conducted of possible options and their associated costs to allow for the selection of a system that best meets LCTSD's needs.

4.4 INSTITUTIONAL AND MANAGEMENT ALTERNATIVES

This section reviews the institutional and management alternatives for LCTSD, including regional coordination, marketing, and fare policies.

4.4.1 REGIONAL COORDINATION

In addition to the service alternatives described above, LCTSD should continue to examine individual route scheduling, timed transfers, and coordination with adjacent transit service providers. Current examples of inter-agency coordination are LCTSD's participation in the Northwest Oregon Transit Alliance (NWOTA), schedule coordination with Tillamook County Transit District for service to Tillamook and the Coastal Connector route from Lincoln City to Spirit Mountain and Salem; and partnership with Lane Transit District and the City of Florence to connect Yachats to Florence.

Opportunities to work with various community organizations to build the volunteer driver fleet would be helpful to provide additional demand-response point-to-point transportation services for those in need, and ongoing driver recruitment and training will provide quality customer service and positive ridership experiences.

Attachment 4

Local Plan Name:	Transportation System Plan
Governing Body that Adopted Plan:	City Of Albany
Plan Adoption Date:	February, 2010
Local Plan Web Address:	https://www.cityofalbany.net/images/stories/publicworks/engineering/tsp/albanytsp_022410.pdf
Relevant Page Numbers:	28
Website URL where plan is located:	https://www.cityofalbany.net/departments/public-works/engineering/transportation-system-plan

Transit System Deficiencies

Transit Quality of Service Evaluation (TQSE) measures, including transit service frequency, hours of service, and service coverage were used to evaluate the corresponding levels of service for the existing fixed route bus and shuttle services. Deficiencies within the City of Albany transit system are divided into four areas: service frequency, service hours, availability of information, and service availability.

Service Frequency: Currently, all fixed routes within the City of Albany operate at an undesirable transit service frequency LOS. 50% of the routes operate at a LOS of E and 50% operate at a LOS of F. When headways are larger than 20 minutes (LOS of C), the wait becomes too long for riders to want to wait for the next service. By decreasing the headways, service will become more appealing to users and usage should increase.

Service Hours: Hours of Service LOS for the City of Albany fixed routes are currently split at 63% and 37% with LOS of E and F, respectively. Services that do not operate a minimum of 16 hours throughout the day are described by the TQSE as undesirable to users. Few hours of service can cause unwanted time constraints on daily activities or trips because of the short time span of service availability.

Availability of Information: The current Albany Transit Services and Linn-Benton Loop schedules and general information about Albany Call-A-Ride are on the City's website and paper copies are available at 37 locations around town. Links or telephone numbers are provided on the City's website to other transit options in the greater Albany area. The availability of transit information for the Linn Shuttle, Amtrak, Valley Retriever, and the HUT Airport Shuttle to potential users is insufficient. Schedules are difficult to obtain and available telephone numbers do not provide adequate user service. Lack of availability of schedules and current fares to potential users has a negative effect on transit utilization.

Service Availability: Some of the transit supportive areas which are not currently served by transit and may require additional transit routes in order to be served include Marion Street, Columbus Street, Three Lakes Road, and portions of Geary Street.

Additional details about the transit service measures and deficiencies can be found in Technical Memorandum #3: Existing Conditions and Deficiencies in Volume 2 of the TSP Appendix.

FREIGHT TRANSPORTATION SYSTEM

Albany's freight transportation system consists of roadways for truck freight and railroad lines and yards for rail freight.

Truck Freight

I-5 is the only designated truck route in the study area. Based on traffic data taken from the ODOT automatic traffic recorder station # 22-005, approximately 17 percent of the daily traffic on I-5 is

Attachment 4

Local Plan Name:	Albany Transit Development Plan
Governing Body that Adopted Plan:	Albany Area Metropolitan Planning Organization
Plan Adoption Date:	May, 2018
Local Plan Web Address:	http://www.ocwcog.org/wp-content/uploads/2018/08/AAMPO-TDP-2018.pdf
Relevant Page Numbers:	5, 102
Website URL where plan is located:	http://www.ocwcog.org/

Other key findings include:

- **Ridership is increasing on regional services, but not on ATS.** Local ridership has plateaued, while service on the Loop and Linn Shuttle continues increasing, showing the need for enhanced regional public transportation.
- **Fixed-route service in Albany struggles with on-time performance and serving riders all day.** In general, buses are running behind schedule. Service breaks in the morning disrupt travel patterns.
- **Fixed-route service in Albany is minimal.** For a community of its size, fixed-route service is small, with just two buses running during the weekday and no service on weekends.
- **Regional connections are important to the region.** The Linn-Benton Loop carries more passengers each day than all of Albany's local routes, combined. Additionally, there are many people who live in Albany but commute to work or school in Corvallis, and students who take classes in both cities.
- **Small communities in the region are looking for transit service.** Local fixed-route bus service is limited only to the City of Albany, with no services in Millersburg, Jefferson or Tangent. Service for older adults and people with disabilities is available in Albany and Millersburg through Albany Call-A-Ride.
- **Investments in technology are necessary but currently unfunded.** Today's transit customers expect easy access to information in online and mobile platforms. To properly monitor and evaluate service, technology systems are needed on ATS vehicles.

strategies below, while maintaining a flexible approach to improving the transit system with new technologies as appropriate to the system. All new technology must be accessible and comply with the Americans with Disabilities Act (ADA). The following technology strategies will improve service delivery.

Traveler information system hardware

1. Add GPS transponders, mobile data terminals, cellular data service to traveler information system hardware. Automatic vehicle location information requires hardware, known as a global positioning system or GPS. The hardware may come included with buses and other vehicles, or be offered as an after-market product that can be installed in existing fleets. GPS equipment is also available in tablets and smartphones. The hardware emits vehicle locations constantly or at specific locations like bus stops. ATS will need cellular data service to transmit and receive data from the vehicles.
2. Add software and analytic services – in house or cloud-based – to support new vehicle location hardware systems, and configure to prepare operational and compliance-related reporting. Software allows transit agencies to receive and maintain trip data. Third-party vendors offer hardware and software packages (e.g. RouteMatch, Ecolane), or may offer modular, mix-and-match packages (e.g. Swiftly). Software typically includes trip analysis and reporting features to automate service and route evaluation functions, which can reduce administrative burdens. ATS uses RouteMatch software today to dispatch Albany Call-A-Ride trips, which has route planning and data reporting features. The data outputs and software are proprietary (i.e. not open-source) limiting integration with some hardware and neighboring transit providers.
3. Enhance website design, adding website hosting and maintenance services. A website is one public-facing software component of the information system. Websites are typically designed to be easily read on any device type (i.e. computer, tablet or smartphone) and offer adaptive user features such as spoken text and voice-enabled tools. Transit websites include specialized features such as trip planners, rider alerts and real-time bus information, and can be configured for several agencies.
4. Implement online fare payment for multi-ride tickets, explore regional online fare payment services. Public transportation providers have leveraged fare collection systems to increase customer convenience and reduce administrative and maintenance costs. There are two key fare collection technology options to consider:
   - Online fare payment lets customers purchase tickets online. Some agencies offer this for limited fare products or passes, and continue on-board fare collection. Tickets from online purchases may be printed and carried, or displayed on a smartphone.
   - Smartcards come in many different formats, generally allowing riders to store values on cards that are then used on board vehicles with electronic card readers. This can increase customer convenience, reduce boarding times, and allow for seamless regional transit fare payment.

Attachment 4

Local Plan Name:	Corvallis Transit Development Plan
Governing Body that Adopted Plan:	City of Corvallis
Plan Adoption Date:	August, 2018
Local Plan Web Address:	https://corvallistsp.org/files/library/1532458329_corvallis-tdp-draft.pdf
Relevant Page Numbers:	35, 94, 95
Website URL where plan is located:	http://corvallistsp.org/

Attachment 4

Corvallis. There are 65 bus stops that have a bench and/or shelter installed on a concrete pad. Other stops are equipped with only a bus stop sign.

TRANSIT-COMPLEMENTARY ELEMENTS

High-quality transit includes more than just buses running over the road – people also need safe ways to access bus stops, buses require technology to relay service information, and the service benefits from demand management strategies that encourage bus ridership.

Technology

The following technologies are employed by CTS today. This equipment will require regular maintenance, data management, and unit replacements.

- **Stop Announcements.** Stop announcements help all transit riders, from those sitting on a crowded bus unable to see the street, to those with limited vision or hearing. Announcing stops is also an FTA requirement. CTS' audio and visual announcement system is coordinated with vehicle location technology and continues to be an important and useful part of the system. A plan is needed for regular maintenance and replacement of this equipment.
- **Automatic Vehicle Location System (AVL) and GPS Hardware.** GPS hardware is required for mapping and schedule programs linked to an AVL system, and automatic stop announcements. Well-maintained, up-to-date equipment will extend the life and usability of the system. The existing system works well; however, a plan is needed for regular upkeep. The current system is about five years old.
- **Automatic Passenger Counter (APC).** APCs are a technology that counts passengers who are both boarding and alighting transit vehicles through the use of electronic infrared beams or mechanical mats. CTS currently has APCs installed, but does not make full use of the data due to calibration issues that were noted when comparing APC counts to hand counts.
- **Traffic Safety.** Oregon law requires motorists to yield to a transit vehicle that is entering a traffic lane after stopping at a bus stop whenever a yield sign is illuminated and the bus operator is signaling its intention to enter the traffic lane.[6] Vehicle equipment such as "yield to bus" signs exist on all vehicles.
- **Transit Signal Priority.** This equipment, installed on all buses, is designed to hold traffic signals in the green mode when buses approach to get buses through an intersection. CTS drivers have claimed the system does not work at some signals or at some times of day.
- **Website and trip planner.** CTS maintains a "Where's My Bus" service on its website. Multiple third-party mobile applications are available through Apple and Android stores showing schedule information.

Multimodal Access

Access to bus stops by foot, wheelchair, or bicycle should be not just safe, but pleasant. This increases the attractiveness of transit. According to an on-board transit survey conducted in the fall of 2014, more than 90% of survey respondents accessed transit by foot or wheelchair. Although the majority of bus stops in Corvallis have sidewalks at bus stops, there are areas of the city where missing sidewalks and a disconnected street network reduce access

Attachment 4

TECHNOLOGY

Technology has rapidly changed customers' expectations about when and how they receive information. CTS must maintain and replace its existing technologies, while also investing in new ways to transmit real-time information to passengers.

Automatic Vehicle Location System (AVL)

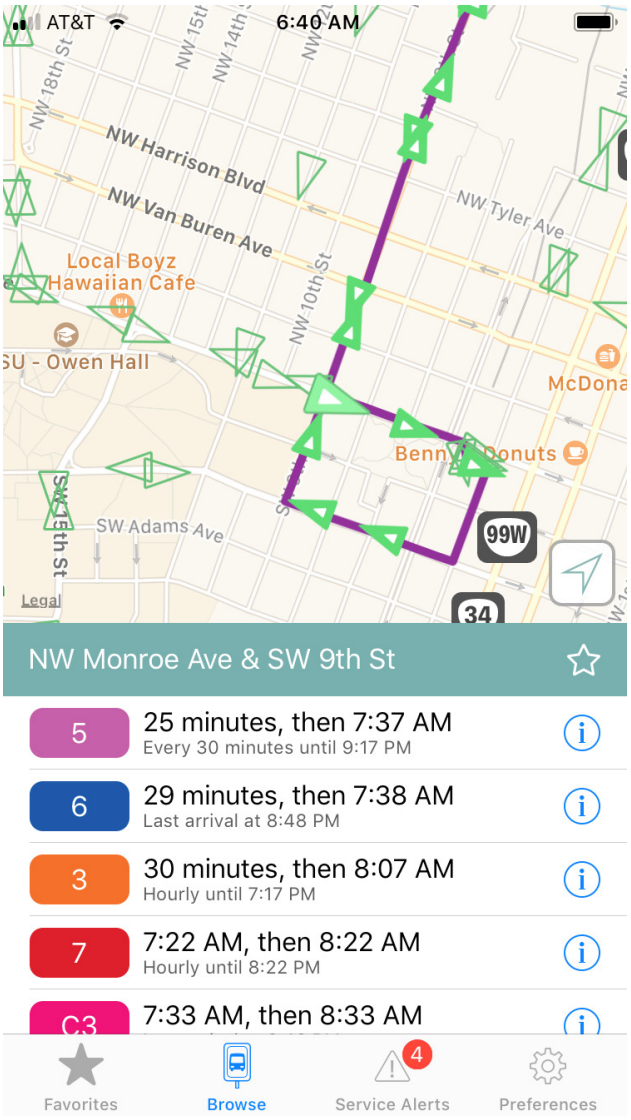
- Assess AVL system data collection technology and reporting functions to ensure current platform meets needs.
- Create an AVL implementation plan to assess ways the technology can be used to analyze performance. Some transit agencies use the technology to track metrics such as on-time performance by stop, and route speed. The data can help track and deliver service in real time.
- Maintain AVL hardware and software; the current equipment is about five years old. (Medium-Term)

Automatic Passenger Counter (APC)

- Create an implementation plan to fully use APC technology. Leveraging the technology will provide stop-level data by time periods that can give CTS planners quality data for decision making. (Short-Term)
- Maintain and upgrade the APC system as needed. (Ongoing)

Mobile Application

- Develop an official CTS bus location and trip planning mobile application. Smartphone applications can provide real-time bus arrival times, service notices, and trip-planning functions. (Short-Term)



"Corvallis Bus" mobile application screenshot

- Create a regional mobile-enabled website and trip planner. Transit websites increasingly include specialized features such as trip planners, rider alerts, and real-time bus information. CTS' trip planner will also benefit from including information about neighboring systems such as Beaver Bus, Albany Transit System, Linn-Benton Loop and 99 Express. (Medium-Term)

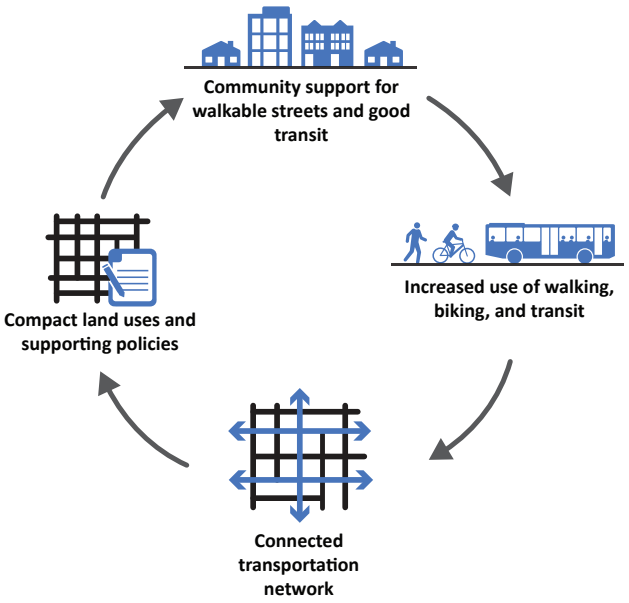
Attachment 4

Transit Signal Priority

- Improve and regularly update transit signal priority system. This equipment is designed to hold traffic signals in the green phase when buses approach. This is especially useful when a bus stop is located on the far side of an intersection, reducing the need to stop twice. Add transit signal priority at congested signalized locations and update existing transit signal priority. (Short-Term)

Customer Information and Access

- Install bus arrival time displays at major hubs. The displays will be appropriate for Tier 3 stops and transit hubs such as the DTC. The displays can use data generated by the existing AVL system to show real-time arrival times. (Medium-Term)
- Install trip planning kiosks at Tier 3 transit hubs or other important locations. Kiosks are standalone computers that let people access information about the transit system without having a smartphone or computer. Kiosks provide a way for riders to plan their trip by looking up route maps, arrival times, and hours of service. The technology would also enable people to schedule rides on other mobility services such as a taxi or transportation network company. (Long-Term)
- Support private mobility service provider access to the fixed-route bus system. Mobility service providers such as transportation network companies could effectively extend the reach of the transit system. CTS has the DTC and other potential locations for transit hubs that can provide convenient, safe places for people to transfer from one system to the other. (Medium-Term)



LAND USE

City land use policies, reflected through the Comprehensive Plan[11] and the Land Development Code (LDC),[12] can have a significant influence on public transportation. Land use patterns with sufficient population and employment density, street access, and walking conditions will support an efficient, safe and comfortable public transportation system.

Amendments of adopted policies and associated land use and development requirements may be needed to ensure that the Comprehensive Plan and LDC are consistent with the updated TDP and serve to implement it.[13] Land use policies and code can help optimize the public transportation system over the long term and preserve the role that transportation and mobility plays in human health, economic development, and access to activities and amenities in Corvallis.

Recommendations to create a land use regulatory environment most supportive to a public transportation system are listed below.

- **Engage in future land use planning around the 35th Street extension project listed in the TSP** (between

Attachment 4

Local Plan Name:	Corvallis Transportation System Plan
Governing Body that Adopted Plan:	City of Corvallis
Plan Adoption Date:	December, 2018
Local Plan Web Address:	http://corvallistsp.org/files/library/corvtspdraft92018-lowres4screen.pdf
Relevant Page Numbers:	24, 62
Website URL where plan is located:	http://corvallistsp.org/

Attachment 4

GOAL 3

PROVIDE A DIVERSIFIED AND ACCESSIBLE TRANSPORTATION SYSTEM THAT ENSURES MOBILITY FOR ALL MEMBERS OF THE COMMUNITY AND PROVIDES VIABLE ALTERNATIVES TO AUTOMOBILE TRAVEL.

Objectives:

a. Increase transit ridership by improving the quality of available transit service as measured by coverage, hours of service and frequency.

b. Develop bicycle and pedestrian facilities that encourage non-vehicular travel and provide safe passage for pedestrians and bicyclists.

c. Allow for alternative transportation facility designs in constrained areas to minimize impacts to natural resources.

d. Encourage comprehensive on-site Transportation Options programs - including incentives and disincentives – by major employers and educational institutions.

e. Ensure Corvallis's Land Development Code requires new development to support multimodal connectivity and accessibility.

f. Work with neighboring jurisdictions to identify and provide opportunities to commute to and from Corvallis by means other than single-occupant vehicles.

g. Make it easy for people of all ages and abilities to get where they need to go, comfortably and safely, by all modes of travel.

h. Provide inexpensive transportation options in the City.

GOAL 4

PROVIDE A SUSTAINABLE TRANSPORTATION SYSTEM THROUGH RESPONSIBLE STEWARDSHIP OF FINANCIAL AND ENVIRONMENTAL RESOURCES.

Objectives:

a. Preserve and protect the function of locally and regionally significant transportation corridors.

b. Establish priorities and define the incremental steps needed for investment of ODOT and federal revenues to address safety and major capacity problems on the State transportation system.

c. Develop transportation standards that preserve and protect the integrity of neighborhoods.

d. Preserve and maintain the existing transportation system assets to extend their useful life.

e. Pursue grants/programs or collaboration with other agencies to efficiently fund transportation improvements and supporting programs.

f. Improve travel reliability and efficiency of existing major travel routes in the city before adding capacity.

g. Increase the number of walking, bicycling, and transit trips in the city.

h. Reduce the number of vehicle-miles traveled.

i. Develop street standards to reflect the pedestrian realm of the neighborhood.

j. Evaluate and implement, where cost-effective, environmentally friendly materials and design approaches (water reduction, protect waterways, solar infrastructure, impervious materials).

k. Support technology applications that improve travel mobility and safety with less financial and environmental impact than traditional infrastructure projects.

Attachment 4

ACTIONS

- **Work with regional partners on TDM programs facilitating public transportation use.** Additional staff resources at the City level could enhance TDM and add new programming that supports transit ridership. These programs might include:
  - » **Work shuttles:** Some employment sites can be a good market for public transportation, especially if the company has limited parking, or has workplace incentives for not driving alone. Shuttle programs are typically sponsored by the employer and provide transportation between the employment site and major transit stops.
  - » **Individualized marketing:** Individualized marketing campaigns typically target a neighborhood, corridor, or employment site. Corvallis has done such a campaign in the past, and recurring campaigns have been shown to effectively promote transportation options.
  - » **Information kiosk:** An on-site kiosk at the Downtown Transit Center would provide information on transit routes, schedules, and fares; carshare and vanpool ridematching services; bicycle maps and resources; and other ways to help people travel using alternative modes.
  - » **Integrated trip planning:** Corvallis Transit System's online trip planner could be enhanced by adding other modes and regional transit service providers, such as the Linn Benton-Loop, 99 Express, Coast to Valley Express, Corvallis-Amtrak Connector, and Albany Transit System.
- **Continue travel training and mobility management services in coordination with Benton County and Oregon Cascades West Council of Governments.** Travel training includes a suite of services to introduce new or potential riders to a transit system. General travel training can also include events and training to let people of all ages and needs get familiar with public transportation. Training for seniors and people with disabilities can facilitate accessibility for these demographics, or facilitate access to the public fixed-route system.
- **Continue strong rider information and marketing materials.** Marketing can include reinforcing the CTS "brand" to ensure information is recognizable and familiar, and leads to clear, understandable and broadly accessible materials. Marketing for transit lets transit customers know how to use—and remember how to use—the Corvallis Transit System and related travel programs. The marketing programs should continue to be easy and inexpensive to implement to preserve operating resources, be integrated into other parts of the City's activities such as transportation options, and be designed to reach existing and potential rider markets.

Attachment 4

Local Plan Name:	Linn County Transportation Plan
Governing Body that Adopted Plan:	Linn County
Plan Adoption Date:	April, 2018
Local Plan Web Address:	http://www.co.linn.or.us/Planning/tspvolume1.pdf
Relevant Page Numbers:	91
Website URL where plan is located:	http://www.co.linn.or.us/index.php?content=planning/tsp

increase the amount of funding available for safety projects on local roads. ODOT will distribute safety funding to each ODOT region, which will collaborate with local governments through the All Roads Transportation Safety (ARTS) Program to select projects that can reduce fatalities and serious injuries, regardless of whether they lie on a local road or a state highway.

Technology Advancements

The TSP is a plan for conditions 20 years into the future; however, it cannot anticipate all advancements in technology or their impact on the way people travel to and within Linn County. Advancements may include alternative fuel sources that lower the cost of driving and operating transit service, connected vehicle technology that improves the safety and efficiency of roadways, proliferation of electric-assisted bicycles that take the effort out of traveling across hilly topography and expand the number of travelers who can make that choice of mode. The TSP recommends that the county continue to monitor opportunities arising from innovations in transportation technology and anticipate their impact on investment priorities.

Detailed Analysis of Physical Constraints

All proposed improvements in this plan are conceptual. The plan has not analyzed these improvements for hydrologic, topographic, or other geological constraints, which could require substantial modifications. Detailed surveys need to precede construction of these improvements.

Attachment 4

Local Plan Name:	Central Willamette Valley Regional Coordinated Care Plan
Governing Body that Adopted Plan:	Linn County, Lincoln County, Benton County, Confederated Tribes of Siletz Indians
Plan Adoption Date:	October, 2018
Local Plan Web Address:	Not online-see attached
Relevant Page Numbers:	20,33,40
Website URL where plan is located:	Not online-see attached

Pages 31-34 APPENDIX A

Central Willamette Valley
Coordinated Human Services – Public Transportation Plan
December 2017 Regional Convening Summary

INTRODUCTION

As part of the process to finalize the Central Willamette Valley Coordinated Plan pilot project, Oregon Department of Transportation (ODOT) and Association of Oregon Counties (AOC) invited representatives of local and regional governments, public transportation providers, human and health service providers, and other stakeholders to a convening of regional stakeholders on November 8, 2017 at ODOT Region 2 offices in Salem, OR.

The Central Willamette Valley Coordinated Human Services – Public Transportation Plan pilot project is being conducted by AOC under contract to ODOT's Public Transit Division. Through the pilot project, Coordinated Plan Updates have been prepared by AOC's subconsultant Cogan Owens Greene, LLC in consultation with special transportation advisory committees in Linn, Benton and Lincoln Counties and for the Siletz Tribes. Those Updates have been adopted by Linn, Benton and Linn Counties and are in the process of being finalized by the Siletz Tribes. Each plan contains essentially identical needs, strategy and actions to *"Continue to pursue opportunities for regional collaboration and expansion of the regional transportation system".* A regional chapter that addresses "travel shed" issues is being prepared to accompany the individual county and tribal plans. Input from the regional convening will help inform that regional chapter.

The regional convening included:

- Observations about the state of regional public transportation, coordination among the various providers of public transportation within the region, and coordination between public transportation providers and human/health service providers.
- Discussion on the future of public transportation within the region.
- Status report on HB 2017 and regional public transportation funding.
- Small group discussions.
- Identification of next steps.
- Presentation/questions to group

OBSERVATIONS ON THE REGIONAL SYSTEM

Jim Owens, Cogan Owens Greene, presented observations on (presentation attached):

- State of regional public transportation system coordination

- Regional service delivery, including gaps in service
- State of coordination with human and health service communities and strategies for ongoing engagement

Arla Miller, ODOT, summarized the regional funding picture represented by new funding allocated through HB 2017. She identified the potential for a regional approach to regional improvement plans.
In response to the presentations, participants provided the following comments:

- Regional corridors should be a focus.
  - Corridors that connect to adjacent counties are essential to connectivity to services.
  - Through TIF, there is an opportunity to address regional connectivity through strategic transit corridors.
  - Stress improved access for low income residents to employment, medical services, other essential services
  - Stress regional collaboration.
- Connectivity both inside and outside of region is affected by the actions of individual jurisdictions.
- All parts of the region experience service gaps.
  - The presentation should note that in Benton County there is lack of service in the Alsea area.
  - An example of financial collaboration: Lincoln County Transit is able to serve Siletz and Toledo areas due to financial assistance from Siletz Tribes.

WHAT IS THE FUTURE OF PUBLIC TRANSPORTATION IN THE REGION?

A group discussion on the future of public transportation in the region ensued. Comments included:

- More coordination with the private sector, e.g. with TNCs (Uber, Lyft) as public transportation providers.
- Transportation providers will continue to be challenged in serving harder-to-reach rural areas.
- CCO funding will decrease with changes in Medicaid funding.
- Health will be a focus due to potential efficiencies associated with improved health.
- In order to identify efficiencies and to respond to transportation needs, it's essential to understand how long it takes to get from point A to point B.
- An integrated regional special transportation demand response system would be an important tool in improving and coordinating service to needy populations.
- Different governance structures, e,g. regional district, should be explored.
- The Linn-Benton Loop will continue to be an important connector service that ties together the region's 2 MPOs and connecting educational institutions.
- Increased frequency of service on the Linn Shuttle.
- Better connections geographically and expanded frequency of service.
- A synchronized fare system.

- More loop systems.
- Centralized management of public transportation services.
- COG serving as a facilitator of a vision for regional system; having a role in both vision development and implementation

SMALL GROUP SESSIONS

Participants dispersed to three small group sessions, rotating from one session to the next.

GROUP #1: How should the region respond to the future for public transportation identified by the group?

- Explore opportunities for regional planning.
    - Grapple with differing needs – commuters, education access, community services.
    - Increased service to underserved and unserved areas.
    - Regional governance structure.
    - Identify hubs = places to park bikes and cars with connections to services.
    - Identify "last mile" opportunities/gaps.

  ^ Connections
  ^ Geography
  ^ Reliability
  ^ Fiscal sustainability
    - Rainy day fund
    - Capital planning
    - Grant matching
- Integrate communications and marketing regarding service availability. Examples:
    - One number/on-line to a call center
    - Trip planning (using existing resources)
    - Travel support, e.g. bus buddies, travel clubs, etc.
    - Coordinate ride sharing, volunteers
    - Reflect on senior/disabled needs
    - Information exchange re: "rules of use"
- Improve connectivity between rural areas and urban areas.
- Look at commonalities structurally and agree to act on them

GROUP 2: *How can meaningful and ongoing coordination between public transportation providers and human/health service providers in the region be achieved?*

- Strategic information distribution to potential transportation users.
- Looking at combined cost of human/health services and transportation may reveal opportunities for efficiencies.
- Cooperative agreements to share resources.
- Community-based services.

  - On-line/phone technology that allows individuals to enter transportation needs and get expanded information on service options (mobility, times, locations, amenities, etc.).
  - Expand hours of operation of services.
  - Match needs for services with both current and new riders.
  - Outreach/marketing; care coordination. Ensure accuracy of information.
  - Consider total cost of service, both medical and transportation.
  - Coordinate eligibility criteria for both transit and medical services.
- Include other "branches" of human/health service providers in the conversation -- I/DD, Vocational Rehabilitation, Veterans, etc.
- Resource cooperative agreement like Managing Oregon Resources Efficiently (MORE) IGA.
- Designate "Go To" person/agency to coordinate. Central contact/control.
- Regionalized call center for multiple services.
- Community-based service coordination (block scheduling).
- Ride coordination.
- Accessibility of information at the end user level.

GROUP 3: How should the region take advantage of new funding to improve connectivity and service to underserved/unserved areas?

- Explore a regional clearinghouse.
  - Conduct a regionwide assessment of outreach/information needs.
  - Information clearinghouse to help people get the transit services they need.
  - Safety net regional service. Keep track of calls that are not able to serve.
  - Data, coordination is where the greatest need is.
  - Better data collection.
- Market existing programs to the community.
- Regional travel training.
- Collaborate with ADRC, CAP agencies.
- Provide service from Harrisburg that connects to Lane County Transit in Junction City.
- Connections are needed from Scio, Brownsville, Halsey, and other communities to regional transportation and other services.
- Accessible van program to underserved and unserved areas that provides access to human services programs.
- Increase frequency of commuter bus; of all routes.
- Intermingle transportation planning and affordable housing. Joint planning by city-county-state-transit providers-health and human services-housing authorities-planning bodies.
- Support connectivity, including passenger rail (Amtrak).
- Connector services to transit.
- Access and availability – assess cost, capacity, etc.
- Include veterans in planning service expansions/improvements.

Page 40

1. Synchronized fare system
    - Strongly supported by most interviewees.
    - It is suggested that it would make most sense to start with only Linn County transit systems and the Linn-Benton Loop.
    - There will be challenges with transit service in Corvallis being fareless; Corvallis would not need to be a participant but Philomath would.
    - Concern that this will be a costly service that benefits a small set of users who transfer among different providers.
    - Different rate structures may be needed for urban vs rural, regional travelers vs special needs populations.
    - One interviewee suggests that this is doable for 100K for the 25 buses in Linn and Benton Counties.
2. Technology investments
    - Communication between Albany Transit system, Linn Shuttle and Linn-Benton Loop could be improved with an Interconnected radio frequency.
    - Automated bus information via an app is strongly supported.
    - Shared application for e-fare payments.

Attachment 4

Local Plan Name:	Albany Area MPO Regional Transportation Plan
Governing Body that Adopted Plan:	Albany Area Metropolitan Planning Organization
Plan Adoption Date:	May, 2018
Local Plan Web Address:	http://www.ocwcog.org/wp-content/uploads/2018/06/2018-2040-RTP-Packet.pdf
Relevant Page Numbers:	98,99
Website URL where plan is located:	http://www.ocwcog.org/transportation/aampo/

- Support facilities, such as secure parking and worksite changing facilities, are also needed to make bicycling a practical alternative. (Albany TSP)
- The great majority of crashes occurred on dedicated bikeways, apart from the US 20 Lyon/Ellsworth couplet, which does not have bicycle facilities but had four bicycle crashes during the study period. Future investment in the bicycle network should focus on improving the performance and safety of existing bicycle routes, in addition to creating new routes such as off-street paths and/or bicycle boulevards. (Albany TSP)
- Inventory and identify bike lane gaps (Linn County Parks and Recreation Plan, Marion County Parks Master Plan)

ITS System

The ITS infrastructure within the AAMPO area is limited. The *Central Willamette Valley ITS Plan* and the *I-5 Optimization Study* identified many opportunities to update and enhance the management and operation of the transportation throughout the AAMPO region. The needs are captured under the following categories.

Traffic Operations and Management

- Upgrade ODOT traffic signal controllers to the current ODOT standard.
- Connect ODOT traffic signal controllers to central traffic control system to allow remote access to traffic signals, and provide central control and remote access to city of Albany traffic signals.
- Regularly maintain coordinated signal timing plans and consider advanced traffic signal timing where appropriate.
- Provide video surveillance on key regional corridors.
- Collect real-time road condition information on regional corridors to support day-to-day operations, particularly during peak hours.

Public Transportation Management

- Track all public transportation vehicles to support dispatch, real-time transit arrival information, and transit route planning.
- Add computer-aided dispatch (CAD) capabilities for public transportation services and include mobile data terminals (MDTs) in public transportation vehicles.
- Collect real-time travel conditions information to support public transportation dispatch.
- Explore options to share technology (e.g. automated vehicle location, computer-aided dispatch to reduce capital, maintenance, and operations costs for public transportation agencies within the region.

- Use a regional fare collection system to support easy transfer between the various regional public transportation providers.

Traveler Information

- Provide real-time information about the entire transportation system.
- Disseminate real-time information about major events that impact travel and parking (e.g.
- incidents, OSU football games).
- Provide wayside information dissemination (e.g. dynamic message signs, highway advisory radio) on key regional routes.

Data Management and Performance Measurement

- Improve ease of data sharing between agencies.
- Measure travel times to support traditional planning efforts and system operations.
- Collect and archive regional traffic count data.

Incident and Emergency Management

- Establish clearer protocols between transportation and emergency response agencies for event management.
- Use more video surveillance for incident detection and verification.
- Consider roadway restrictions (e.g. weight limits) prior to selecting diversion routes in response to an event.
- Manage diverted traffic on OR 99E when there is a major event on I-5.
- Provide traffic video surveillance and real-time traffic flow conditions to 911 centers.
- Provide accurate construction and maintenance schedule information to 911 centers.

TDM System

No additional Transportation Demand Management (TDM) needs have been identified. See the *System Management* section of *Chapter 4: Existing Transportation System* for discussion of existing TDM programs.

Rail Freight System

At grade rail crossings create both travel time and connectivity issues within the AAMPO area. Albany and Jefferson have identified railroad blockage issues creating delay for other modes. The City of Tangent is concerned with connectivity issues regarding emergency vehicles.

The following rail freight needs have been identified in prior plans:

Attachment 4

Local Plan Name:	Benton County Transportation System Plan
Governing Body that Adopted Plan:	Benton County
Plan Adoption Date:	October, 2018
Local Plan Web Address:	https://www.co.benton.or.us/sites/default/files/fileattachments/transportation_system_plan/page/4987/benton_county_tsp_11_19_18_low_res.pdf
Relevant Page Numbers:	24,25
Website URL where plan is located:	https://www.co.benton.or.us/tsp

TRANSIT

Transit provides mobility to Benton County residents without access to a car or who do not drive. For other residents, transit provides an option to avoid some of nuisances of driving such as congestion and parking. It can play a role in reducing the volume of traffic on the road and improving environmental quality. Fixed-route transit service is provided to residents of Adair Village, Corvallis, Philomath and North Albany. The rural communities of Wren and Alpine are somewhat connected via the Coast to Valley Express route but this service is not priced for daily commuting from those communities and is of limited frequency (4 trips daily in each direction). Residents of the City of Monroe and the unincorporated communities of Bellfountain, Greenberry, Kings Valley, Hoskins and Alsea have no fixed-route transit options or demand responsive options that are open to all demographic groups.

Existing transit services provide mobility and economic opportunity for some of the County's most vulnerable residents but they do not provide a comprehensive and open network for all residents or visitors. To improve mobility for all, transit in Benton County needs to expand service to accommodate the county's growth. The Benton County Coordinated Human Services – Public Transportation Plan describes strategies for efficiently prioritizing resources and identifies unmet needs and service gaps. Other transit plans, such as the Corvallis Transit System Transit Development Plan and the Albany Area MPO/City of Albany Transit Development Plan, guide the improvement of transit service in the urbanized areas of Benton County.

Other specific transit needs to be addressed include:

- **Service along OR 99W south and north of Corvallis:** The area of southeast Benton County surrounding the City of Monroe does not have any fixed-route transit available since a pilot program of a southern 99 Express connecting Monroe with Corvallis was discontinued due to lack of demand. A new route extending to Lane County with stops in Junction City and Eugene may result in increased demand for riders from the metropolitan areas interested in the through trip. Coordination with Lane County Transit would be required to develop this route. Additionally, there is also no service along OR 99W north of Adair Village to Monmouth and other communities in Polk County. Further study is needed for this potential route.
- **Expansion of Regional Linn-Benton Loop Service:** The Linn-Benton Loop is the existing regional transit system, connecting the two regional colleges (OSU and LBCC) and the two inter-connected metropolitan areas of Corvallis and Albany. The existing Loop route and schedule have remained unchanged for the past two decades, even while significant growth has changed the face of both counties. Planning for potential expansion of the Loop network with future transit funding under HB 2017 includes studying the routes and schedules, to better serve commuters as well as the evolving needs of the two colleges.

- **Demand responsive transit capacity improvements:** Benton County Dial-a-Bus service is operating at capacity while the population continues to age and the participation percentage of eligible users is small. There is significant potential for increased demand for this service in the future. Investments to expand the capacity on the Dial-a-Bus system should be considered. Demand responsive service can also be considered as an alternative to fixed route service in rural areas where demand is often low in under-served areas of the County including Wren, Kings Valley, the Alsea River Valley corridor, and South Benton County.
- **Increased frequency of service and expanded evening/weekend service:** There is currently no Sunday fixed-route service on Corvallis Transit System and limited demand response services on weekends. Requests for expanded weekend services are common themes from surveys and outreach events. Convenient access to public transportation for those commuting outside normal working hours, especially for service sector employees, is limited and more frequent off-peak service should be considered.
- **Expanded service to the North Albany area:** While this portion of Benton County is experiencing significant growth, current service is limited. Improved commuter service at peak hours and improved route and schedule timing coordinated to employment locations is needed for this corridor.
- **Improved coordination with health and human service providers:** Coordination of medical and human services transportation is an on-going challenge that requires substantial and continued partnership efforts. One of the priorities is the need for all partners, particularly state agencies, to better understand and to acknowledge the important role that transportation plays in accessing medical and human services.
- **Expanded efforts to inform the public of available services:** Despite the best of efforts, lack of awareness about available public transportation services has been identified as the single greatest impediment to its use. There is an ongoing need to communicate broadly about available services and to conduct outreach to those populations without convenient access to public transportation, that are hesitant to use public transportation, or that are unaware of available services. Rider training and continuing distribution of information about available services are needed to increase ridership, especially among seniors and low-income persons.

Attachment 4

Local Plan Name:	Oregon Public Transportation Plan
Governing Body that Adopted Plan:	Oregon Department of Transportation
Plan Adoption Date:	September, 2018
Local Plan Web Address:	https://www.oregon.gov/ODOT/Planning/Documents/OPTP_FINALDRAFT.pdf
Relevant Page Numbers:	40
Website URL where plan is located:	https://www.oregon.gov/ODOT/Planning/Pages/optp.aspx

Oregon Public Transportation Plan Goals

Goal 1: Mobility - Public Transportation User Experience

People of all ages, abilities, and income levels move reliably and conveniently between destinations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their daily needs.

Goal 2: Accessibility and Connectivity - Getting from Here to There

Riders experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.

Goal 3: Community Livability and Economic Vitality

Public transportation promotes community livability and economic vitality by efficiently and effectively moving people of all ages to and from homes, jobs, businesses, schools and colleges, and other destinations in urban, suburban, and rural areas.

Goal 4: Equity

Public transportation provides affordable, safe, efficient, and equitable transportation to jobs, services, and key destinations, improving quality of life for all Oregonians.

Goal 5: Health

Public transportation fosters improved health of Oregonians by promoting clean air, enhancing connections between people, enabling access to services such as health care and goods such as groceries, and by giving people opportunities to integrate physical activity into everyday life through walking and bicycling to and from public transportation.

Goal 6: Safety and Security

Public transportation trips are safe; riders feel safe and secure during their travel. Public transportation contributes to the resilience of Oregon communities.

Goal 7: Environmental Sustainability

Public transportation contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants.

Goal 8: Land Use

Public transportation is a tool that supports Oregon's state and local land use goals and policies. Agencies collaborate to ensure public transportation helps shape great Oregon communities providing efficient and effective travel options in urban, suburban, and rural areas.

Goal 9: Funding and Strategic Investment

Strategic investment in public transportation supports the overall transportation system, the economy, and Oregonians' quality of life. Sustainable and reliable funding enables public transportation services and infrastructure to meet public needs.

Goal 10: Communication, Collaboration, and Coordination

Public and private transportation providers and all levels of government within the state and across state boundaries work collaboratively and foster partnerships that make public transportation seamless regardless of jurisdiction.

Eugene and Ashland. There is an opportunity to pair these services with public transportation, helping to create a more interconnected and integrated system.

Regional and Intercity Connections

While public transportation often serves people within communities, links between communities are sometimes missing. Closing these gaps with regional and intercity connections would benefit Oregonians that travel to other places for their jobs, services, or other needs. Adding these links also would serve the growing share of older adults that need intercity connections to reach medical services.

Even when a given connection between communities makes sense, providers may be unable to serve logical connection points that fall outside their service area. Public transportation has an important role in providing links between communities to facilitate access to many daily activities, including employment, medical appointments, and social activities. Some federal and state funding sources already exist to address missing links, but other opportunities exist, such as increasing regional connections between adjacent providers' service areas. Other key opportunities include websites that share information about multiple systems, one-call centers to facilitate trips, mobility hubs where multiple services meet, and creative partnerships between providers and the private sector, such as businesses and institutions, to find efficiencies.

Technology

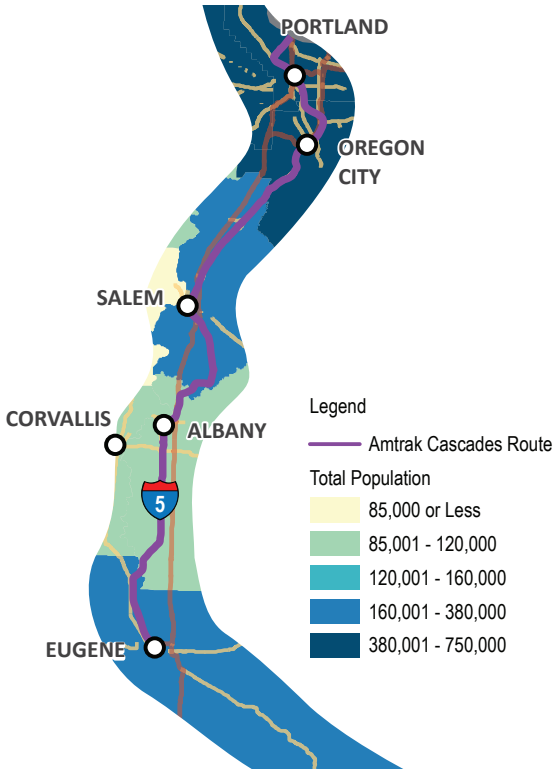
Transportation technology is changing fast, including technologies that improve the user experience such as efare and real-time schedule information as well as vehicle technologies such as alternative fuels, safety features, automation, and communication with other vehicles and infrastructure. Public transportation will be strongly affected by providers continuing to develop and adopt these technologies.

Mobile applications that provide trip planning, real-time travel information, and alerts have made it easier and more convenient to use public transportation for those with mobile devices. New efare technologies allow riders to purchase fare cards before their trips or pay on their mobile device, speeding boarding times and increasing convenience for riders.

Figure 2-6 The Amtrak Cascades Corridor

The Amtrak Cascades Corridor[34]

2.9 million people reside within **25 miles** and **888,000 jobs** are located within **10 miles** of the Oregon portion of the corridor



The Willamette Valley's population is expected to **grow 35%** over the next **25 years**

Passenger rail contributes to Oregon's transportation system, economy and quality of life

Transportation is important for Oregon's economy and way of life, and passenger rail is an important part of the state's intermodal system. Local and regional bus systems connect riders to passenger rail stops. Passenger rail provides an important transportation option for residents and visitors traveling the congested I-5 corridor and connecting to Oregon's communities and regional and out of state destinations.

Policy 9.2: Foster creative investments and partnerships among public agencies and private organizations to improve the efficiency and effectiveness of public transportation services.

Strategy 9.2A: Leverage public and private partnerships to address first and last mile connections, co-locate related facilities, provide service to tourist destinations, and collaborate with universities to advance research and technologies.

Strategy 9.2B: Maximize and leverage public transportation investments through available state and federal multimodal funding programs.

Strategy 9.2C: Invest in technology solutions designed to support essential functions including operations, maintenance, communication, and safety and that can help improve efficiency and effectiveness of public transportation services. Examples may include technology for service planning, fare payment, or fleet management.

Strategy 9.2D: Provide technical services to public transportation agencies to improve the ability of the agency to understand state and federal requirements, improve managerial and financial management skills, coordinate services with partners, and improve services over time.

Strategy 9.2E: Identify barriers that discourage creative partnerships. Consider whether any changes in authorities or rules may be needed to enable such partnerships.

Strategy 9.2F: Coordinate among providers to enhance regional public transportation decision making and enhance service efficiency and integration, including consolidation of services.

Strategy 9.2G: Foster partnerships between public and private services to leverage private investment, including public transportation agencies, health service providers, and TNCs.

Policy 9.3: Pursue stable and consistent funding for public transportation operations and capital investments that maintain services and address identified needs.

Strategy 9.3A: Leverage existing state funding to achieve more cooperative and coordinated services, such as by partnering with human service agencies or other organizations that operate services related to public transportation.

Strategy 9.3B: Provide flexibility in the use of existing and new funding sources, for example the ability to use the funds for either capital or operations.

Strategy 9.3C: Pursue additional state funding for public transportation through new dedicated funding sources.

Strategy 9.3D: Enable local jurisdictions and public transportation providers to seek new dedicated funding sources or partnerships.

Strategy 9.3E: Pursue funding programs for new technologies, service models, and low-emission vehicles.

Goal 10: Communication, Collaboration, and Coordination

Public transportation riders are not concerned with who operates the system they use to get to their destination; they typically just want to arrive at their destination easily, safely, and on time. System integration is necessary at many levels, and partnerships are needed to move toward a seamless transportation experience. Critical to delivering an integrated public transportation system is effective communication, collaboration, and coordination—this is essential for planning successfully, improving relationships among agencies, and resolving any institutional impediments to the delivery of a seamless system.

Collaboration, communication, and coordination allow different partners and agencies to contribute their strengths and leverage their capabilities, improving the system for everyone. Collaboration also provides a framework to identify and address opportunities and barriers to greater interregional coordination. Creative solutions developed in partnerships among federal and state agencies, local jurisdictions, tribal governments, and public transportation providers can lead to more effective uses of resources and a more efficient multimodal transportation system.

Some providers, agencies, or jurisdictions may lack the capacity to engage in effective coordination with their partner agencies due to lack of staff, technology, experience, or funding to support coordination efforts. These policies and strategies recognize this and are intended to help provide ways to enhance communication, coordination, and collaboration among providers, agencies, and others to build a more seamless system and support increasing public transportation use in Oregon. They point the way toward assisting one another via partnerships and technical assistance and from innovative providers or jurisdictions trying new ideas and learning what benefits the agencies and the public transportation system.

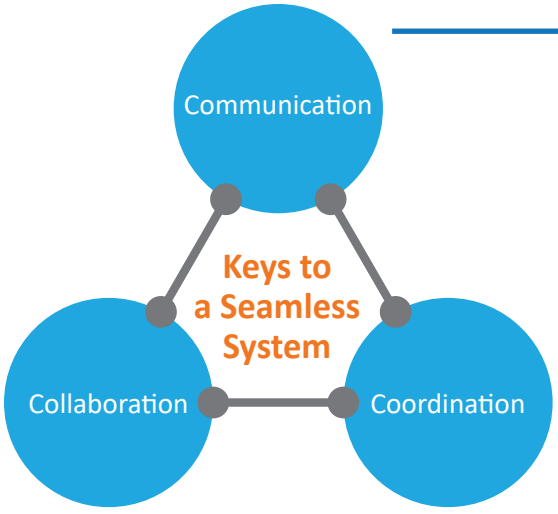


Figure 3-2 Keys to a Seamless System

A seamless transportation experience is a desired outcome of the OPTP. Communication, collaboration, and coordination are fundamental to achieving such a system, by allowing resources, risks, technologies, facilities, and practices to be shared. This, in turn, results in shared benefits for both providers and riders. For example, coordinated transfers between systems results in quicker and easier trips for riders, potentially increasing ridership on both systems. Similarly, shared informational materials and websites enable riders to find information in one place and experience one consistent system.

Goal 10: Communication, Collaboration, and Coordination

Public and private transportation providers and all levels of government within the state and across state boundaries work collaboratively and foster partnerships that make public transportation seamless regardless of jurisdiction.

Policies and Strategies

Policy 10.1: Coordinate communication and marketing to promote knowledge and understanding of available public transportation services.

Strategy 10.1A: Provide coordinated outreach by public transportation providers that connect or serve the same area, including online, social media, and other campaigns.

Strategy 10.1B: Work towards a statewide information source for transit and transportation information and integrated trip planning. Provide information in multiple formats, such as by telephone, online, and in appropriate locations.

Strategy 10.1C: Provide outreach material in multiple languages and multiple formats; use culturally-appropriate materials as needed.

Strategy 10.1D: Provide ongoing information to government agencies and the public about the goals and purpose of public transportation, and the policies and implementation of the OPTP.

Strategy 10.1E: Foster partnerships with businesses, employers, schools, local and statewide tourism agencies, and others to provide public transportation information.

Strategy 10.1F: Foster partnerships among agencies for shared marketing materials and outreach opportunities. Partners may include social service agencies and other transportation providers.

Policy 10.2: Collaborate and share costs for resources, supplies, and services that can be used by multiple agencies.

Strategy 10.2A: Provide opportunities for group purchases where feasible, such as using statewide or regional contracts for vehicles, technology, software purchases, and shared outreach and marketing materials.

Strategy 10.2B: Implement ways to share staff and technology to enable broad provider access to technology and resources.

Strategy 10.2C: Implement opportunities for regional or statewide shared services among related public transportation agencies such as ride reservation services, driver and staff training, and commercial driver licensing services.

New technology developments, such as real-time tracking of vehicles and electronic fare (efare) payment card systems, can reduce wait time and boarding delays. Efare refers to newer technologies that allow electronic payment of transit fares; smart phone apps that allow payment are one example. *(Photograph credit: TriMet)*

Policy 10.3: Identify and advance opportunities to share data resources and collection methods.

Strategy 10.3A: Promote the use of open source software or similar solutions and standardized data formats, such as General Transit Feed Specification, that allow for use by multiple agencies and for adaptation to meet state or regional need.

Strategy 10.3B: Implement shared rider survey techniques among agencies with similar services or in the same region.

Strategy 10.3C: Use data collected to better understand customer needs and preferences to improve public transportation services.

Policy 10.4: Collaborate with various agencies, jurisdictions, and transportation providers in support of effective public transportation that is reliable and easy to use and helps meet state, regional, and community goals.

Strategy 10.4A: Work with private providers of transportation to leverage public and private providers' strengths and resources and provide public transportation services in the most cost-efficient ways available.

Strategy 10.4B: Advance coordination between public transportation providers, and social service agencies that provide or use public transportation for their clients, to promote seamless, effective service for clients including non-emergency medical transportation.

Strategy 10.4C: Coordinate efforts among agencies including ODOT, local agencies, and public transportation providers to implement the Oregon Public Transportation Plan. ODOT regions, area commissions on transportation, metropolitan planning organizations, tribal governments, non-metropolitan officials, and other stakeholder groups will be consulted in the development and implementation of the OPTP.

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

Rural

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

Intercity

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

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

Technology

Agency and Rider Experience

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

Scenario 2 could result in the following outcomes:

Public Transportation Service

Urban

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

Rural

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

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

Intercity

Increased regional and intercity service, including major rail capital investment. Local providers can provide additional regional service for their riders and visitors that is well coordinated with neighboring systems. Intercity bus, such as POINT, would be expanded on existing routes, and the state could add several additional routes to serve intercity corridors not well served by local providers or the private sector. Increased funding may allow continued investment in Amtrak Cascades. In this case, the Amtrak Cascades service would see increased investment in the Willamette Valley rail corridor to begin implementing the preferred alternative described in the Environmental Impact Statement for the Oregon Passenger Rail project.[7] Investments may include two additional trips on the corridor and improved sidings that allow for more opportunities for trains to pass one another, resulting in better on-time performance.

Technology

Agency and Rider Experience

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

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

Expansion of new and emerging technologies. More providers may implement technologies such as Wi-Fi on transit vehicles, while more communities could develop real-time traveler information systems and other technologies that improve the rider experience. There would be more opportunity to collaboratively plan and implement creative solutions to first and last mile access through technologies and partnerships with private providers, bikeshare and carshare companies, and TNCs.

Fleet

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

Communication and Coordination

Substantial benefits to providers and riders resulting from coordination, planning, and communication. Riders would be able to transfer between urban public transportation systems with ease at multiple connection points, including shared facilities and mobility hubs. New public transportation service would be closely planned and coordinated with local jurisdictions, private developers, and others to ensure that the interests of all are balanced. Providers would have sufficient resources to devote to rider education, outreach, and communication, as well as increased coordination with transportation options services, to facilitate a seamless whole trip experience in large urban areas, with benefits realized in smaller urban and rural areas as well.

Scenario 3: Realizing the Vision

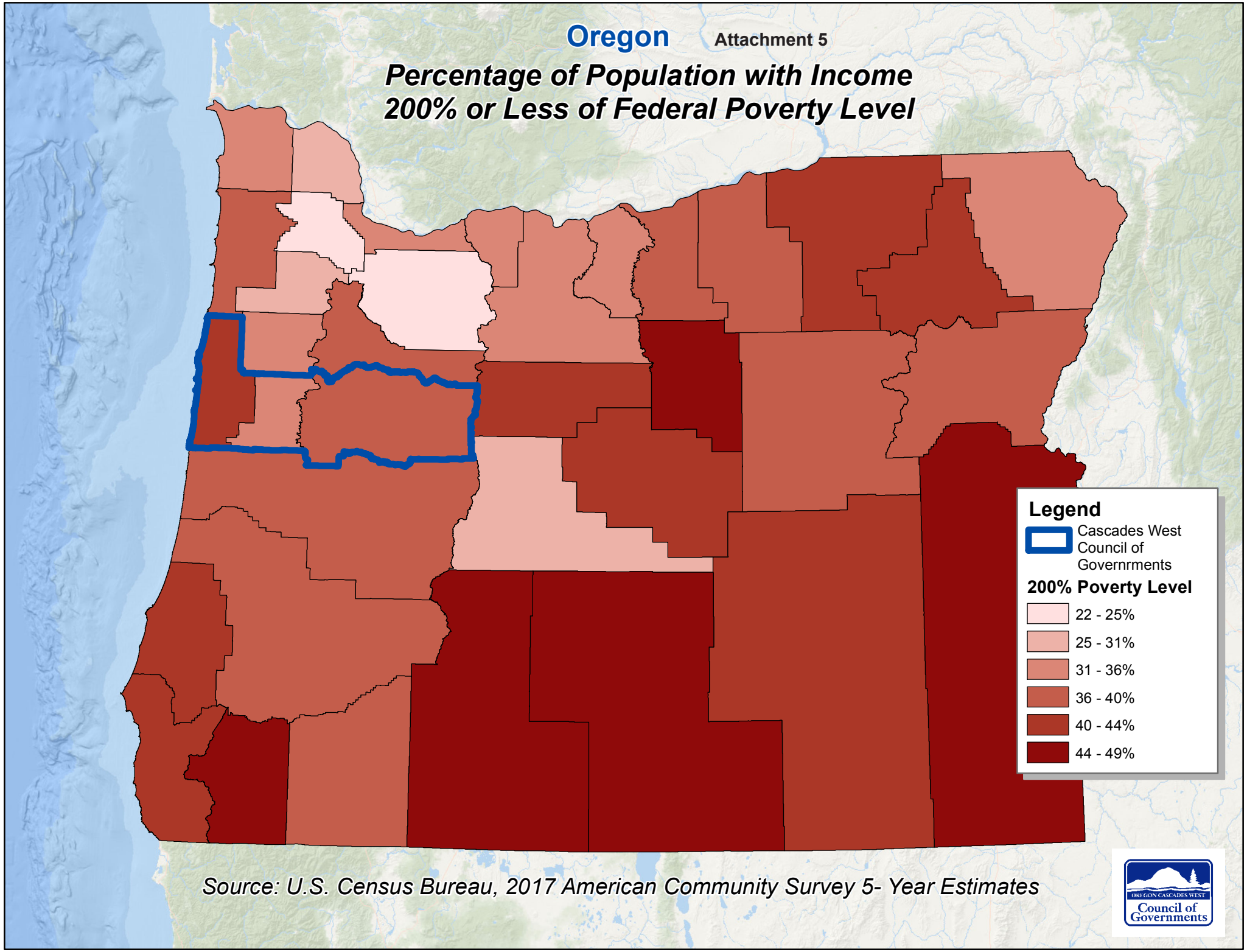
Additional investment funds most public transportation needs

This aspirational scenario builds upon the others and represents significant progress toward the vision articulated by the OPTP and further described in its goals, policies, and strategies. This scenario is equivalent to the level of investment envisioned under the Unmet Need from the OPTP Needs Assessment. While not every need would be met, most trips that riders want to take on public transportation would be served, systems and fares would be closely coordinated throughout the state, and integrated information about public transportation services would be easily available in a single location. This scenario also represents a very significant investment above current funding levels and would substantially expand public transportation services in nearly all areas of the state, both urban and rural. Providers would grow and expand in different ways that reflect the unique circumstances of the communities they serve. Scenario 3 would facilitate the highest levels of public transportation service and, therefore, attract new riders, provide a great benefit to those who rely on public transportation and have few other options, and serve visitors and tourists throughout the state.

Oregon

Attachment 5

Percentage of Population with Income 200% or Less of Federal Poverty Level



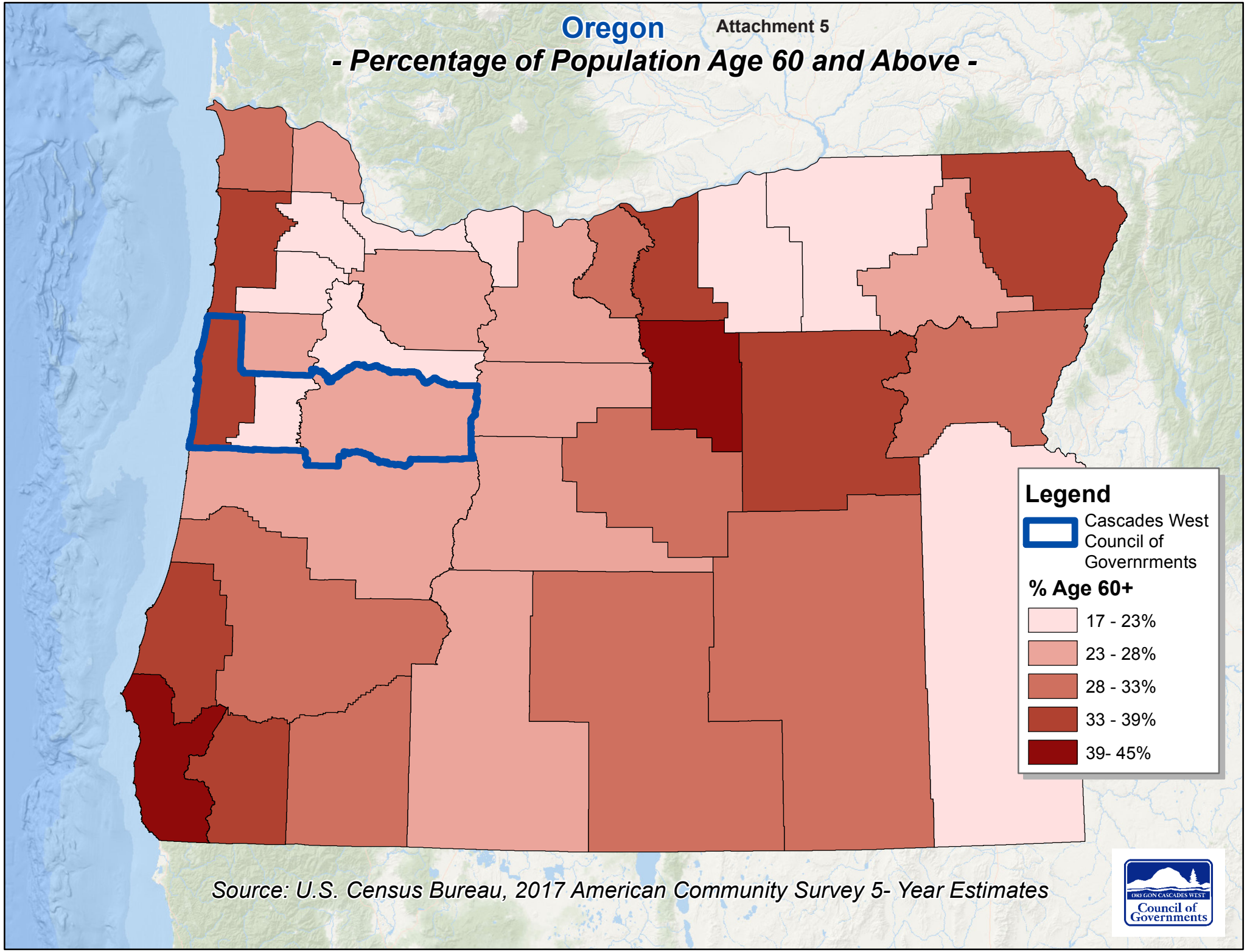
Source: U.S. Census Bureau, 2017 American Community Survey 5- Year Estimates

OREGON CASCADES WEST Council of Governments

Oregon

Attachment 5

- Percentage of Population Age 60 and Above -



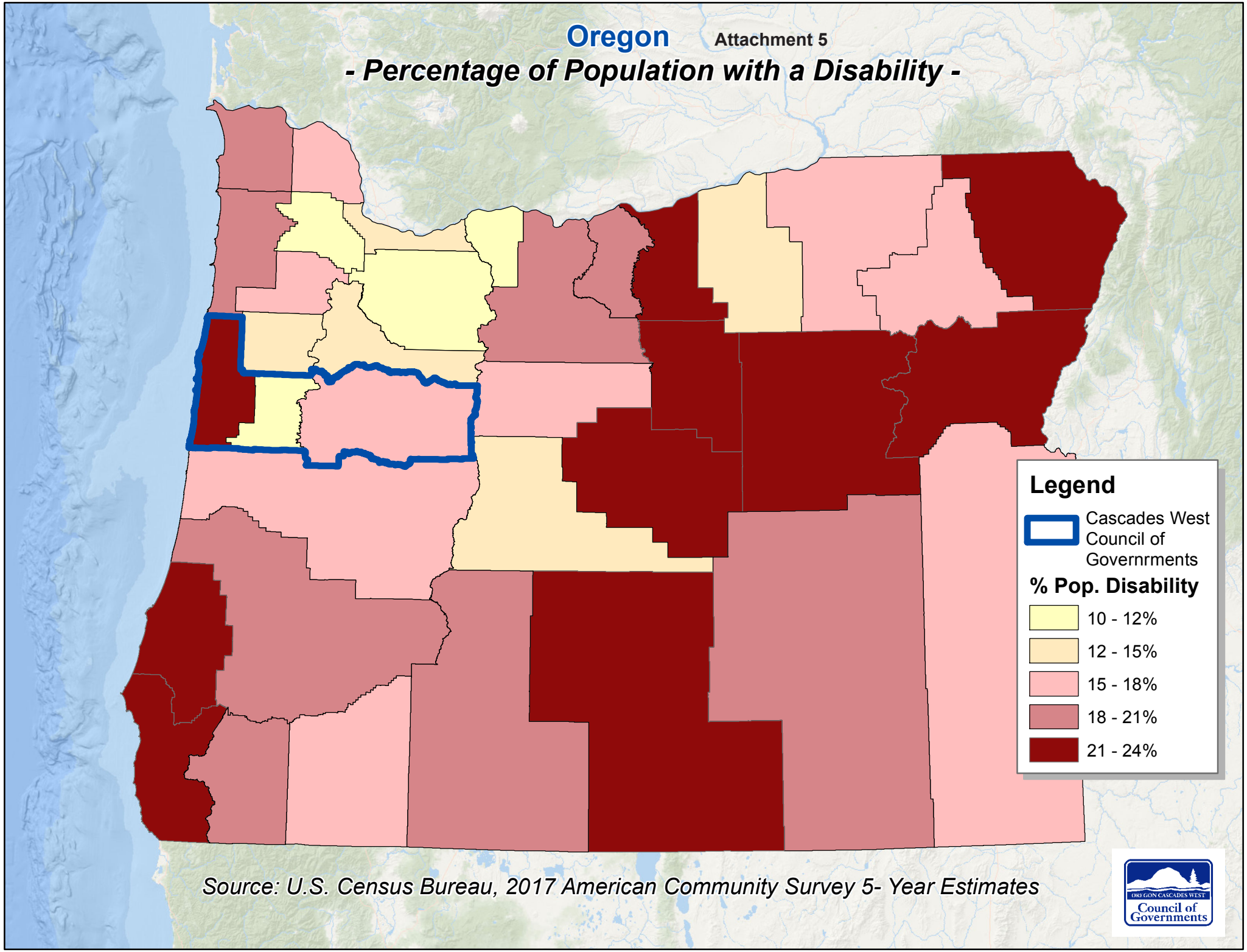
Source: U.S. Census Bureau, 2017 American Community Survey 5- Year Estimates

OREGON CASCADES WEST Council of Governments

Oregon

Attachment 5

- Percentage of Population with a Disability -



Source: U.S. Census Bureau, 2017 American Community Survey 5- Year Estimates

OREGON CASCADES WEST Council of Governments

Attachment 6

Public Works
1245 NE 3rd Street
PO Box 1083
Corvallis OR 97339-1083
541-766-6916
FAX: 541-766-6920
E-Mail: public.works@corvallisoregon.gov

January 31, 2019

STIF Review Committee,

The City of Corvallis, operator of the Corvallis Transit System, enthusiastically supports the Oregon Cascades West Council of Governments (COG) application to the Discretionary Statewide Transportation Improvement Fund for centralized information, services and ticketing. While the City of Corvallis operates a fareless system, our city is a regional destination for employment, tourism, and visitors to Oregon State University. The COG's approach to a one click, one call, one ticket system for public transportation within a three county region will allow visitors and residents alike to smoothly travel to their destinations.

Corvallis Transit System has experienced the benefits of working together with neighboring communities and currently operates the Philomath Connection on a contracted basis with the City of Philomath. Through partnering with the Linn Benton Loop, Albany Transit, Benton County Transportation, Lincoln County Transit and the Linn Shuttle, we can collectively work towards our goal of reducing regional congestion through alternative transportation modes.

The City of Corvallis' recently adopted Transit Development Plan explicitly identifies using technology, both automatic vehicle locating and a mobile application, to provide a high quality transit experience. Funding the COG application would not only accomplish that, but help increase the use of transit for people throughout the region.

The City of Corvallis sees much value in this request and appreciates the thoughtful consideration of the COG's centralized ticketing application.

Regards,

Mary Steckel
Public Works Director

LS/sw