



Coos County Area Transportation District (CCATD) Advisory committee.

The Advisory Committee is established to advise the CCATD on:

- All matters regarding the operation of the Coos County Public Transportation System
- The Special Transportation Fund as governed by ORS 391.830 and OAR Chapter 732
- The Statewide Transportation Improvement Fund (STIF) by prioritizing projects to be funded by STIF funds as set forth under OAR Chapter 732, Division 40, Sections 0030 and 0035, Division 42, Section 0020, and Division 44, Section 0025

Monday January 6th, 2020 2:00 p.m.
SCBEC Conference Room
93781 Newport Lane
Coos Bay, OR 97420

Agenda

I. Call to Order, D. Hope

II. Roll Call

III. Election of Chair and Vice Chair

IV. New Business

A. Update on the Formation of Transportation District, D. Hope & M. Metz

Action Item #1: Advisory Committee Recommends to CCATD Board of Directors to Approve the Bylaws of the CCATD Advisory Committee

Action Item #2: Advisory Committee Recommends to the CCATD Board of Directors to Ratify the Existing STIF Plan

B. Oregon Public Transportation Plan & the Upcoming Discretionary 5310 Grant Application

Review of the OPTP Goals and CCATD Goal Alignment for a Competitive Grant Application

V. Round Table Discussion

VI. Public Comment

VII. Meeting Schedule

VIII. Good of the Order/Adjourn

**Bylaws of the Coos County Area
Transportation District Advisory Committee**

ARTICLE I - NAME

The name of this Advisory Committee shall be Coos County Area Transportation District Advisory Committee. This committee serves as the Special Transportation Funds Advisory Committee and the Statewide Transportation Improvement Fund Advisory Committee for Coos County.

ARTICLE 2 - PURPOSE OF THE ADVISORY COMMITTEE

Coos County Area Transportation District (CCATD) Board of Directors formed an Advisory Committee on January 3rd, 2020 (Resolution 2020-4) to advise on all matters regarding the operation of the Coos County Area Transportation District. The Advisory Committee will advise and assist the CCATD Board of Directors in carrying out the following purposes:

- STF as governed by ORS 391.800 through 391.830 and OAR Chapter 732; and
- STIF and prioritizing projects to be funded by STIF monies as set forth under OAR Chapter 732, Division 40, Sections 0030 and 0035, Division 42, Section 0020, and Division 44, Section 0025

ARTICLE 3 - DEFINITIONS

Advisory Committee: Either a committee formed by a Qualified Entity to assist the Qualified Entity in carrying out the purposes of the STIF Formula Fund and the Advisory Committee requirements specified in ORS 184.761(1) or a joint committee formed by two or more Qualified Entities for the same purposes, pursuant to ORS 184.761(5).

High Percentage of Low-Income Households: The geographic areas within Coos County which are determined to have a high percentage of low income households. Pursuant to OAR 732-040-0035(2)(a), it shall be the responsibility of the Advisory Committee to gather data and to seek public input, and to make a determination as to the areas of Coos County in which there exist high percentages of low-income households, and to publish said determination in its Committee minutes and printed public materials. This committee has generally defined all of Coos County to have a high percentage of low-income households. Appendix A denotes the specific percentages by community.

Area of Responsibility: The Area of Responsibility is the geographic area within Coos County's jurisdictional boundaries.

Discretionary Fund: Up to five percent of STIF funds to be disbursed to Public Transportation Service Providers, which includes Qualified Entities, through a competitive grant funding process, pursuant to ORS 184.758(1)(b).

Governing Body: The decision-making body or board of a Qualified Entity. For Coos County Area Transportation District is the CCATD Board of Directors.

Low-Income Household: A household the total income of which does not exceed 200% of the poverty guidelines updated periodically in the Federal Register by the U.S. Department of Health and Human Services under the authority of 42 U.S.C. 9902(2) for the 48 Contiguous States and the District of Columbia.

Intercommunity Discretionary Fund: Up to four percent of STIF funds to be disbursed to Public Transportation Providers through a competitive grant funding process, pursuant to ORS 184.758(1)(c).

Project: A public transportation improvement activity or group of activities eligible for STIF monies and a plan or proposal for which is included in a STIF Plan or in a grant application to Coos County Area Transportation District. Examples of project types include, but are not limited to: discrete activities, such as purchasing transit vehicles, planning, or operations; and groups of activities for a particular geographic area or new service, such as a new route that includes purchase of a transit vehicle, and maintenance and operations on the new route.

Public Transportation Service Provider: A Qualified Entity or a city, county, Special District, Intergovernmental Entity or any other political subdivision or municipal or Public Corporation that provides Public Transportation Services.

Public Transportation Services: Any form of passenger transportation by car, bus, or other conveyance, either publicly or privately owned, which provides service to the general public (not including charter, sightseeing, or exclusive school bus service) on a regular and continuing basis. Such transportation may be for purposes such as health care, shopping, education, employment, public services, personal business, or recreation.

Qualified Entity: A county in which no part of a Mass Transit District or Transportation District exists, a Mass Transit District, a Transportation District or an Indian Tribe.

STIF Formula Fund: Up to 90 percent of the Statewide Transportation Improvement funds to be disbursed to Qualified Entities conditioned upon the Commission's approval of a STIF Plan, pursuant to ORS 184.758(1)(a).

STIF or Statewide Transportation Improvement Fund: The fund established under ORS 184.751.

STIF Plan: A public transportation improvement plan that is approved by a Governing Body and submitted to the Agency for review and approval by the Board of Directors in order for the Qualified Entity to receive a share of the STIF Formula Fund.

ARTICLE IV - FUNCTION

- A. The Advisory Committee shall assist the Board of Directors in tasks and duties supporting local and regional transportation services funded through the Special Transportation Fund (STF) and the State Transportation Improvement Fund (STIF) which is then allocated to CCTD for distribution to the Public Service Transportation Provider(s).
- B. The Advisory Committee will perform the following tasks for STF:
 - Advise CCATD regarding the opportunities to coordinate STF Funds and STF-funded projects with other transportation programs and services to avoid duplication and gaps in service;
 - Be involved in developing the Coordinated Plan;
 - Review the proposed distribution of STF Formula Funds and make recommendations to CCATD;

- Review Discretionary Grant proposals and make recommendations to CCATD;
 - Participate in developing and updating of the STF Plan.
- C. The Advisory Committee will perform the following tasks for STIF:
- Advise CCATD on the development process of the STIF Plan
 - Advise on the development of a definition for “high percentage of low-income households”
 - Review and prioritize projects proposed for inclusion in the STIF Plan and recommend a funding amount for each project
 - Review and recommend projects to receive STIF Discretionary Funds within CCATD area of responsibility
 - Review and recommend projects to receive STIF Intercommunity Discretionary Funds within CCATD’s area of responsibility
 - Advise CCATD regarding opportunities to coordinate STIF funded projects with other local or regional transportation programs and services to improve transportation service delivery and reduce gaps in service
- D. Formula Fund recommendations from the Advisory Committee will be considered by CCATD Board of Directors in preparation of a STF and STIF Plan.
- E. Discretionary Fund and Intercommunity Discretionary Fund recommendations from the Advisory Committee will be considered by ODOT when awarding STIF discretionary grants.

ARTICLE V - MEMBERSHIP

A list of current members and the interests they represent is attached to these bylaws. Member contact information is considered private and will not be disclosed to any third party unless permission has been provided to do so.

- A. The Advisory Committee will include at least five (5) members, with a maximum of fourteen (14) members.
- B. Appointment of Members: To be considered for appointment to the Coos County Area Transportation District Advisory Committee, an application may be requested by calling 541-267-7111 and mailed to the CCATD Board of Directors, Coos County Area Transportation District, 2810 Ocean Blvd, Coos Bay, Oregon 97420 or download a fillable form from <https://coostransit.org>.

The Board of Directors will consider geographic diversity and balance of the membership qualifications identified in Article V. (C) of this rule when appointing Advisory Committee members.

- C. Membership Qualifications: To be qualified to serve on the Advisory Committee, an individual must:
1. Reside or work in Coos County, and
 2. Be knowledgeable about the public transportation needs of residents or employees located within or traveling to and from the County, and
 3. Be a person who is a member of or represents one or more of the following
 - a. Local governments, including land use planners

- b. Public Transportation Service Providers
 - c. Non-profit entities that provide public transportation services
 - d. Neighboring Public Transportation Providers
 - e. Employers
 - f. Public health, social and human service providers
 - g. Transit users
 - h. Transit users who depend on transit for accomplishing daily activities
 - i. Individuals age 65 or older
 - j. People with disabilities
 - k. Low-income individuals
 - l. Social equity advocates
 - m. Environmental advocates
 - n. Bicycle and pedestrian advocates
 - o. People with limited English proficiency
 - p. Educational institutions
 - q. Major destinations for users of public transit
- D. Committee Composition: At least five members with at least one member from each of the following and no more than two public transportation service providers:
- a. Is elderly or a person with disabilities and is a user of transportation services in the county;
 - b. Is elderly or is a person with a disability who lives in an area of the county where there are no public transportation services;
 - c. Is representative of elderly persons residing in the County;
 - d. Is representative of people with disabilities residing in the County;
 - e. Represents a provider of services to the elderly or people with disabilities residing in the county.
- E. Terms of Membership: Advisory Committee member terms shall be two (2) years in length. Terms begin on the date appointed and end on the same date, after two years of service.
- F. Resignation of Membership: Should a member need to resign from the Advisory Committee, they may do so by informing the Chair in writing. At this time, CCATD may fill the vacancy by way of direct appointment.
- G. Termination of Membership: The Board of Directors may remove Committee members as follows:
- Failure to attend three or more consecutive regular Committee meetings. The Board of Directors may declare a member's position vacant when the member has had three (3) unexcused absences in one year or no longer meets the residency requirement;
 - For cause following public hearing, for reasons including, but not limited to commission of a felony, corruption, intentional violation of open meetings law, failure to declare conflict of interest, or incompetence;
- H. Vacancies: The Board of Directors shall make appointments to fill vacancies as they occur. Such appointments shall be for the duration of the unexpired term of that position.

- I. Advisory committee members are considered to be public officers under Oregon law.

ARTICLE VI - ROLES AND RESPONSIBILITIES

The Advisory Committee is advisory to the CCATD Board of Directors. To ensure the success of the group, the following roles have been identified:

- A. The Advisory Committee has no formal delegated powers of authority to represent CCATD or commit to the expenditure of any funds. The Advisory Committee will submit recommendations to the Transportation Point of Contact on the Board of Directors who is responsible for public transportation in CCATD.

CCATD will include information in the STIF and STF Plans about how the Advisory Committee was consulted when developing the respective Plans and, if applicable, an explanation of why the Advisory Committee's recommendation was not adopted by the Board of Directors.

- B. Election procedures: At its first meeting of the new fiscal year, the Advisory Committee shall elect by majority vote a Chairperson and Vice-Chairperson, provided there is a quorum.
 1. The Chair shall have the responsibility of conducting all meetings and hearings in an orderly manner. The Chair may not initiate a motion, but may second, and shall vote on each issue after the question is called. However, in the event the Chair's vote shall create a tie, the Chair shall refrain from voting.
 2. The Vice Chair shall be responsible for conducting the meetings and hearings in the absence of the Chair.
 3. Members of the Advisory Committee are asked to:
 - a) Come prepared to achieve meeting objectives described in the published agenda
 - b) Listen and appreciate a diversity of views and opinions
 - c) Actively participate in the group
 - d) Focus on the agreed scope of the group operation
 - e) Attend all meetings and any subcommittee meetings
 - f) Notify Chair if unable to attend a meeting
 - g) Support and respect each other
 - h) Fulfill other duties as appointed by the Chair
- C. Proxy representation is not permitted.

ARTICLE VII - MEETINGS

- A. Frequency: Meetings shall be held a minimum of two times per year, as required by statute, but may be held more frequently to carry out the purposes of the Committee. These meetings shall be held in publicly accessible facilities, and shall take place during transit operating hours, to facilitate attendance of interested individuals.

- B. Special Meetings: Special meetings may be called by the Chair or by the Board of Directors by giving the members and the press written or verbal notice at least 24 hours before the meeting.
- C. Agenda: The Chair shall prepare the agenda of items requiring Committee action, and shall add items of business as may be requested by individual Committee members and/or the Board of Directors. Agendas of all meetings shall be posted in advance as required under existing District policy and filed with the CCATD.
- D. Notice: All members shall be given written notice of time, date, location, and purpose of the meetings at least four (4) days before a regular Committee meeting, and written or verbal notice one (1) day before a special meeting. In the event a member is provided with less than four (4) days written notice of a regular meeting, or less than one (1) day actual notice of a special meeting, and objects to the proceedings based on a lack of adequate notice, all business conducted at that meeting shall be reconsidered at the next regular meeting or at a special meeting called with adequate notice.
- E. Public Engagement: Pursuant to OAR 735-040-0035, the Committee shall strive to seek public engagement in all its deliberative processes, with particular regard to the selection of projects for inclusion and funding in the District STF Plan and STIF Plan. The Committee will work with District staff to publicize key meetings and hold public forums as needed to ensure maximum public access to information and public participation in priority-setting exercises.
- F. Meeting Records: Minutes recording all motions and subsequent action including the number of yes or no votes on each issue shall be taken. In addition, all conflicts of interest shall be noted. Minutes of all meetings shall be posted following all meetings as required under existing District policy and filed with the Commissioners.

Written copies of meeting materials will be available to the public for no less than six years, pursuant to OAR 732-040-0030(4)(b).
- G. Quorum & Voting: A simple majority of the appointed, and filled, voting membership shall constitute a quorum. All business conducted with a majority vote of the quorum shall stand as the official action of the Committee.
- H. Any apparent, potential or perceived conflict of interest in matters that may be considered by the Advisory Committee should be declared to the Chair or the Board of Directors to ensure the group's future accountability, transparency and success.

ARTICLE VIII – STF AND STIF ADMINISTRATOR DUTIES

- A. STF And STIF Administrator: The STF and STIF Administrator is designated or assigned by the CCATD Board of Directors. The Administrator has day-to-day responsibilities for the STF and STIF Program, including carrying out the STF Agency's and Qualified Entity's goals and policies. The Administrator shall be responsible for keeping records of STF advisory committee actions, including overseeing the taking of minutes at all Advisory Committee meetings, sending out meeting announcements, distributing copies

of minutes and the agenda to each Advisory Committee member, and assuring that records are maintained. The Administrator is responsible to ensure that provider reports are completed and submitted as required, and will make records available to the Advisory Committee as necessary for the proper function of the committee. The Administrator may perform additional duties at the direction of the CCATD Board of Directors.

- B. The Administrator will attend all STF advisory committee meetings, report on the progress of the STF and STIF Programs, answer questions of the Advisory Committee members and carry out the duties described in the job description. The Advisory committee may request other duties as necessary.

ARTICLE IX - COMMITTEE REVIEW PROCESS

The Advisory Committee shall advise CCATD Area Transit Service District on the development of the STIF Plan process and prioritize projects proposed to receive Formula Funds.

STIF Formula Funds:

Advisory Committee members are required to consider the following criteria when reviewing STIF Formula Fund Projects, as described in OAR 732-042-0020:

- A. Whether the Project would:
 - 1. Increase the frequency of bus service to communities with a high percentage of Low- Income Households
 - 2. Expand bus routes and bus services to serve communities with a high percentage of Low-Income Households
 - 3. Reduce fares for public transportation in communities with a high percentage of Low- Income Households
 - 4. Result in procurement of buses that are powered by natural gas or electricity for use in areas with a population of 200,000 or more
 - 5. Improve the frequency and reliability of service connections between communities inside and outside of the Qualified Entity's service area
 - 6. Increase Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of public transportation service
 - 7. Expand student transit services for students in grades 9 through 12
- B. Whether the Project would maintain an existing, productive service
- C. The extent to which the Project goals meet public transportation needs and are a responsible use of public funds
- D. Other factors to be determined by the Qualified Entity or Advisory Committee

STIF Discretionary and Intercommunity Discretionary Funds:

The Advisory Committee shall advise CCATD Area Transit Service District on the review grant applications for acceptance, rejection, or prioritization for funding from the Discretionary Fund and Intercommunity Discretionary Funds, consistent with OAR 732-044-0025.

- A. Advise CCATD Area Transit Service District on the development process of the STIF Plan
- B. Advise on the development of a definition for "high percentage of low-income households"
- C. Review and prioritize projects proposed for inclusion in the STIF Plan and recommend a funding amount for each project
- D. Review and recommend projects to receive STIF Discretionary Funds within CCATD Area Transit Service Districts area of responsibility

- E. Review and recommend projects to receive STIF Intercommunity Discretionary Funds within CCATD Area Transit Service Districts area of responsibility
- F. Advise CCATD Area Transit Service Districts regarding opportunities to coordinate STIF funded projects with other local or regional transportation programs and services to improve transportation service delivery and reduce gaps in service

Advisory Committee members are required to consider the following criteria when reviewing projects under the discretionary STIF Funds as described in OAR 732-044-0025:

- A. Supports the purpose, as applicable, of the Discretionary Fund or the Intercommunity Discretionary Fund, as described in OAR 732-044-0000, which includes:
 - a. The Discretionary Fund is intended to provide a flexible funding source to improve public transportation in Oregon. It is not a source of ongoing operations funding.
 - b. The Intercommunity Discretionary Fund is for improving connections between communities and between communities and other key destinations important for a connected Statewide Transit Network.
- B. Improves public transportation service to Low-Income Households
- C. Improves coordination between Public Transportation Service Providers and reduces fragmentation of Public Transportation Services
- D. Consistent with Oregon Public Transportation Plan goals, policies, and implementation plans, including:
 - a. Integrated public transportation planning where affected communities planned or partnered to develop proposed Projects
 - b. Technological innovations that improve efficiencies and promote a seamless and easy to use Statewide Transit Network
 - c. Advancement of State greenhouse gas emission reduction goals
 - d. Support or improvement of a useful and well-connected Statewide Transit Network
- E. Does not substantially rely on discretionary state funding beyond a pilot phase for operations projects
- F. Supports geographic equity or an ability to leverage other funds (these factors apply when all other priorities are held equal)
- G. Meets any additional criteria established by the Commission

ARTICLE X - BYLAWS

- A. The Advisory Committee shall maintain written Bylaws pursuant to OARS 732-040-035 that include, but are not limited to, name and purpose, committee membership criteria, appointment process, terms of office for the committee members, general procedures of the committee, member duties, meeting schedule, public noticing requirements and engagement processes, and the STIF Plan development process and general decision-making criteria.
- B. The Advisory Committee shall periodically review its Bylaws and update them as required, but no less frequently than every three (3) years. Committee Bylaws will be reviewed by the District Counsel and presented to the CCATD Board of Directors for adoption. The Board of Directors may also elect to review Committee Bylaws at any time.
- C. Committee Bylaws may be amended by the Board of Directors upon its own motion. Prior to an amendment, the Board of Directors may request a recommendation from the

Advisory Committee which may recommend changes at any regular meeting of the Advisory Committee by a two-thirds vote of the appointed and filled membership, provided that the recommended amendment has been submitted in writing to the Advisory Committee members no later than three days before the regular meeting.

Adopted this ___ day of _____, 2020.

Signed this ___ day of _____, 2020.

CCATD BOARD OF DIRECTORS

Chair

Vice Chair

Secretary

Appendix A

High percentage of low income households, defined:				
Q. How does the STIF Plan define and identify communities with a high percentage of low income households?				
A. The STIF Plan defines communities with a higher percentage of low-income households as any community where low-income households as those below 200% of the federal poverty guidelines. The breakdown for Coos County is below.				
Area	Households [1]	Low-Income Population to Total Population [2]	Low-income Households	% Low-Income Households
Oregon	1,545,745	35%	541,011	35%
Coos County	25,755	44%	11,332	44%
Bandon	1,403	65%	912	65%
Coos Bay	6,523	45%	2,935	45%
Coquille	1,604	65%	1,043	65%
Lakeside	823	39%	321	39%
Myrtle Point	1,003	46%	461	46%
North Bend	3,810	33%	1,257	33%
Powers	353	61%	215	61%
1) US Census Table B11016				
2) US Census Table 17002				

**Coos County – STIF Projects 2019-2021 Biennium
Executive Summary**

PROJECT 1: INCREASE FIXED ROUTE AND INTERCITY SERVICES

\$337,123

Year 1	
1-A	Powers/Coquille Food Bank. Twice a month starting in April
1-B	Fair Shuttle. NB/MP. Thirty-two round trips.
1-C	Saturday Fixed Route Service. Hours of operation 6.25hrs. starting in April.
Year 2	
1-A	Powers/Coquille Food Bank. Twice a month for twelve months.
1-B	Fair Shuttle. NB/MP. Thirty-two round trips.
1-C	Saturday Fixed Route Service. Hours of operation 6.25hrs. for twelve months.
1-D	CB/NB Express. Hours of operation 11hrs five days a week for twelve months.
1-E	Bandon Fixed Route. MWF 5.25 hrs of operation for twelve months.
Year 3	
1-A	Service continued with 2% inflation built in.
1-B	Service continued with 2% inflation built in.
1-C	Service continued with 2% inflation built in.
1-D	Service continued with 2% inflation built in.
1-E	Service continued with 2% inflation built in.

PROJECT 2: INCREASE OPERATING CAPACITY

\$601,447

Competitive compensation package for the drivers	
2-A	Yr 1 Increase hourly wage \$1.25 to \$13.25/hr; Yr 2 Increase hourly wage \$0.25 to \$13.50/hr
2-B	Yr 1 & Yr 2 is 27% and 28% respectively representing the corresponding Other Personnel Expenses proportionate to the increase above. (FICA, SUTA, WC, Retirement, Life/Disability)
2-C	Yr 1 implement Employer paid medical benefit for the employee Yr 2 Continue medical benefits and a cell phone allowance up to 50% of actual cost of individual of service or a maximum of \$50; Yr 3 Continue benefits from yr 2.
Competitive compensation package for Managers & Supervisor	
2-D	Yr 1 was built into the core funding budget and not represented in STIF. Yr 2 maintains year 1 and provides for a 5% increase. Yr 3 provides for the flexibility of another 5% increase.
New FTE Dispatcher and Road Supervisor	
2-E	Yr 1 8 months Dispatcher & Road Supervisor; Yr 2 & Yr 3 12 months Dispatcher & Road Supervisor with a 4% increase built-in Yr 3
2-F	Yrs 2 & 3 require part-time dispatch hours to cover extended hours and Saturdays
HR/Finance Expansion	
2-G	Yr 1 20% of dedicated FTE to redesign systems to support expansion; Yr 2 & Yr 3 Increased talent expertise requirements and capacity in Human Resources and Finance driven by the new complexity of the revenue streams. item includes salaries/benefits, accounting system, materials & services and proportion of audit.

PROJECT #3: ROLLING STOCK**\$395,844**

3-A	Yr 1, 2 & 3 Dedicated resources for vehicle replacement
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PROJECT #4: CONTINGENCY FUND**\$146,001**

Year 2	
4-A	Contingency \$68,000
Year 3	
4-A	Contingency \$78,001

PROJECT #5: DEMAND RESPONSE SERVICE**\$27,811**

YEAR 2	
5-A	Increase DAR CB/NB .75 FTE for 12 months
YEAR 3	
5-A	Service continued with 2% inflation built in.

PROJECT #6: SERVICE EFFICIENCY AND OUTREACH**\$264,774**

6-A	3 years maintenance/service agreement on Transit Mgmt System
6-B	Rebrand all buses with new logo, Website professionally redone, New brochures for all s of service that includes schedules and accompanying maps
6-C	Install 36 bus stop seats throughout the county (seats, poles and signs)



STIF Plan Template

1. Qualified Entity

Qualified Entity Name

Coos County

Qualified Entity Address

250 North Baxter Street

Address Line 1

Coquille	Oregon	97423
City	State	Zip Code

Employer Identification Number (EIN)

93-6002289

STIF Plan Contact Name

Sergio Gamino

STIF Plan Contact Title

Transit Program Manager

STIF Plan Contact Phone Number

(541) 267-7111

STIF Plan Contact Email

sgamino@scbec.org

Will any of the projects in this STIF Plan use funds jointly managed with one or more other Qualified Entities?

No

1.2 Public Transportation Service Providers in this STIF Plan

Provider 1

Service Provider Name

Coos County Area Transit Service District

Employer Identification Number (EIN)

11-3709789

Service Provider Website

coostransit.org

Service Provider Contact Name

Sergio Gamino

Service Provider Contact Title

Transit Program Manager

Service Provider Phone Number

(541) 267-7111

Service Provider Email

sgamino@scbec.org

Service Provider Type

Intergovernmental Entity

2. Advisory Committees

2.1 Advisory Committee Website

By checking this box I agree all Advisory Committee requirements of OARs 732-040-0030, 732-040-0035 and 732-042-0020 have been met, including but not limited to, required constituencies, bylaws that include method for determining high percentage of Low-Income Households, public meetings, review and prioritization of STIF Plan Projects.

Advisory Committee Web Address
<http://coostransit.org/coos-county-transit-advisory-committee/>

If this information is not available on a website, you may upload other documentation that demonstrates how Advisory Committee information was published.

STAC Member List - October 2018.docx

Limit 100 MB

3. Local Plan Compliance

3.1 Existing Local Plans from which project(s) are derived.

Local Plan 1**Local Plan Name**

Coos County Coordinated Plan

Governing Body that adopted Local Plan

Coos County Board of Commissioners

Plan Adoption Date

2/7/2017

Local Plan Web Address
<http://coostransit.org/coos-county-transit-advisory-committee/>

Upload copy of Local Plan if it is not available on a website.

Coos Coordinated Plan Adopted 2.7.17.docx

Limit 100 MB

3.2 Local Plan requirements

I agree all Local Plans are consistent with the STIF requirements specified in OAR 732-040-0005(18)

Yes

No, one or more Local Plans are not yet consistent with STIF rule requirements.

4. Accountability

You may insert a web address in place of a description or document upload, as long as the information is sufficient enough to warrant approval of the STIF Plan and comply with STIF Rule.

4.1 Accountability methods

By checking this box I affirm that all of the necessary policies and procedures are in place to ensure compliance with OAR 732, Divisions 40 and 42, and to achieve the goals and outcomes specified in this STIF Plan, including, but not limited to program and financial management, operations management, procurement, use and maintenance of equipment, records retention, compliance with state and federal laws, civil rights and compliance with ADA.

By checking this box I affirm that all of the necessary policies and procedures are in place to ensure compliance of all Sub-Recipients with OAR 732, Divisions 40 and 42, and to achieve the goals and outcomes specified in this STIF Plan, address deficiencies in Sub-Recipient performance, and to ensure the Qualified Entity can accomplish the applicable requirements of these rules, including but not limited to, audit and compliance requirements, accounting requirements, capital asset requirements and reporting requirements.

4.2 Sub-Allocation method

Describe the Qualified Entity's method for sub-allocating STIF Formula Fund moneys and the collaborative process used to work with Public Transportation Service Providers and other potential Sub-Recipients, as relevant, to develop the sub-allocation method.

As the only PTSP in the service area of responsibility and with no other expressed interest in providing service we are not sub-allocating funds to any other provider than the Transit District. Coos County formed a Transit District within the county and passes all monies through to them to manage all public funds.

Limit 1000 Characters

Upload Response

Limit 100 MB

4.3 High Percentage of Low-Income Households

Explain how the STIF Plan defines and identifies communities with a high percentage of Low-Income Households.

See attached file for definition.

Limit 1000 Characters

Upload Response

STIF high percentage low income definition.pdf

Limit 100 MB

5. STIF Plan Period and Adoption

5.1 Period Covered By STIF Plan

Provide start and end dates for projects proposed for funding in this STIF Plan. The earliest possible start date for the initial solicitation cycle is July 1, 2018. For this first funding cycle, providers are required to end the Plan period no later than June 30, 2021.

Start Date:

7/1/2018

End Date:

6/30/2021

End date is set to 6/30/2021. Do not adjust this date.

5.2 STIF Plan Adoption

STIF Plan Advisory Committee recommendation date

10/11/2018

STIF Plan Governing Body adoption date

10/16/2018

Website where Governing Body adoption document is located

<http://coostransit.org/coos-county-transit-advisory-committee/>

Upload Governing Body adoption document if website is unavailable.

STIF Project List - adopted 16 Oct 2018.pdf

Limit 100 MB

Did the Governing Body modify the Advisory Committee's recommended STIF Plan?

No

6. Projects

6.1 Project Detail Entry

Project 1

Public Transportation Service Provider or Qualified Entity Name

Coos County Area Transit Service District

Project Name

Increased fixed route and intercity services.

Limit 50 characters

Project Description

Increases routes and shortens frequency of fixed route/intercity service in the Coos Bay/North Bend (Saturday service) area and Powers, establishes a new fixed route service to the city of Bandon (3 days a week).

Limit 250 Characters

Do you plan to expend funding in a future STIF Plan period?

Yes

No

Is this project part of your 100% list or 130% list?

100 % List

100% List Project Rank

2

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service

100%

Maintain Service

0 %

Local Plan from which this project is derived:

Coos County Coordinated Human Services Plan

Local Plan page number

47

Multi-Phase Project

Is your project part of a larger multi-phase project?

No

6.1.1 Project Scope

Task 1

Category

Operations 300-00 Operations

Specify the mode that this task will support.

Fixed Route Demand Response

300.00 Operations Activity Type

Operating Assistance 30.09

Operating Assistance Activity Detail

30.09.01 Operating Assistance

44.26.14 Communications

11.7L.00 Mobility Management

Project Administration Activity Detail

11.79.00 Project Administration

6.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

Fund Type	2019	2020	2021	Total
-----------	------	------	------	-------

STIF	\$4,160.00	\$96,628.60	\$236,334.61	\$337,123.21
Federal	\$0.00	\$0.00	\$0.00	\$0.00
Other State	\$0.00	\$0.00	\$0.00	\$0.00
Local	\$0.00	\$0.00	\$0.00	\$0.00
Other Funds	\$0.00	\$0.00	\$0.00	\$0.00

\$4,160.00 \$96,628.60 \$236,334.61 \$337,123.21

6.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles	Revenue Hours	Rides
44,080	2,900.00	55,100

Number of people with access to transit (within ½ mile of transit stop for fixed route)

5,141

Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed route)

3,162

Number of new shared stops with other transit providers (reducing fragmentation in transit services)

2

Is this project supporting student transportation?

Yes

Choose at least one

Operations

- Number of students in grades 9-12 with free or reduced fare transit pass
- Number of students in grades 9-12 attending a school served by transit
- Number of rides provided to students in grades 9-12
- Other

Number of students in grades 9-12 attending a school served by transit

300

6.2 Allocation of STIF funds by project

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.

FY 2019 STIF Total
\$4,160.00

FY 2020 STIF Total
\$96,628.60

FY 2021 STIF Total
\$236,334.61

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply, fill in with zeros. Do not add or remove additional criterion.

Criterion	FY 2019	FY 2020	FY 2021
Criterion 1	75.0 %	75.0 %	75.0 %
Criterion 2	15.0 %	15.0 %	15.0 %
Criterion 3	0.0 %	0.0 %	0.0 %
Criterion 4	0.0 %	0.0 %	0.0 %
Criterion 5	3.0 %	3.0 %	3.0 %
Criterion 6	2.0 %	2.0 %	2.0 %
Criterion 7	5.0 %	5.0 %	5.0 %
	100.0 %	100.0 %	100.0 %

6.3 Oregon Public Transportation Plan Goals

Select at least one goal.

Select the OPTP goals that apply to your STIF Plan Projects.

- 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 -- 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.

Goal 1 Policies - Select all that apply.

- Policy 1.1: Provide consistent and reliable public transportation services that people can count on to meet their travel needs.
- Policy 1.2: Provide customers access to clear, accurate information about public transportation services through multiple sources and media.
- Policy 1.3: Enact fare policies that reflect the needs of the community served; ensure that public transportation fares are understandable and easy to pay.
- Policy 1.4: Coordinate and enhance mobility management services and strategies to better coordinate services to enable riders and potential riders to use public transportation.
- Policy 1.5: Advance efficient mobility and reduce traffic congestion by enabling and promoting reliable, efficient service on corridors identified as public transportation priority corridors.

Policy 1.6: Work proactively with state and local planning bodies to support local and regional public transportation plans and goals throughout the state.

Goal 2 Policies - Select all that apply.

Policy 2.1: Enhance existing and identify new public transportation connections and services.

Policy 2.2: Improve access to and ease of use for public transportation by connecting routes and services, including linking stops and stations to bicycle and pedestrian facilities.

Policy 2.3: Provide coordinated, seamless regional and intercity bus and rail public transportation services to enable trips for commuting and recreation, and assist rural residents to access services in larger communities.

Policy 2.4: Encourage employers, educational institutions, and others to provide opportunities for employees' and clients' use of public transportation, carpool, vanpool, shuttles, and other shared rides.

Goal 4 Policies - Select all that apply.

Policy 4.1: Engage populations recognized as transportation disadvantaged in public transportation service decision making.

Policy 4.2: Understand and communicate how disparities, barriers, and needs affect the ability of people to access and use public transportation, especially those who are transportation disadvantaged.

Policy 4.3: Identify disparities, barriers, and needs that impact people's ability to access and use public transportation.

Policy 4.4: Address the disparities, barriers, and needs that impact people's ability to access and use public transportation.

Policy 4.5: Integrate equity criteria into funding decisions.

Goal 6 Policies - Select all that apply.

Policy 6.1: Plan for, design, and locate transit stops and stations to support safe facilities, including providing safe street crossings.

Policy 6.2: Provide for passenger and operator security on public transportation vehicles and at stops and stations through investments in facility design, amenities, appropriate security systems and personnel, and coordination with law enforcement staff.

Policy 6.3: Enhance the safety of public transportation through personnel training and education programs.

Policy 6.4: Promote public transportation as a safe travel option through public outreach campaigns and rider education programs.

Policy 6.5: Incorporate innovations, such as new technologies and strategies, to increase public transportation safety and security.

Policy 6.6: Integrate public transportation agencies and personnel into emergency response and recovery planning and training activities to support resilience during and after natural disasters and other emergencies.

Goal 8 Policies - Select all that apply.

Policy 8.1: Increase the use of public transportation by fully integrating public transportation with other community plans including transportation, land use, and economic development plans.

Policy 8.2: Elevate public transportation in developer, employer, community service provider, and public agency decision making, such as siting and development decisions. Recognize the impact land use has on people's ability to use public transportation and other transportation options.

Policy 8.3: Foster the development of housing near public transportation routes and services.

Goal 10 Policies - Select all that apply.

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

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

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

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.

Policy 10.5: Collaborate among agencies, jurisdictions, and providers to ensure the public transportation system is integrated as a component of the broader multimodal transportation system in Oregon. Provide leadership for public transportation activities and build upon efforts to coordinate public transportation services, especially statewide services.

6.4 Project Summary

Project Name

Increased fixed route and intercity services.

STIF Project Grand Total

\$337,123.21

FY 2019 STIF Project Total

\$4,160.00

FY 2020 STIF Project Total

\$96,628.60

FY 2021 STIF Project Total

\$236,334.61

FY 2019 percent of STIF Funds supporting student transportation

5.00 %

FY 2020 percent of STIF Funds supporting student transportation

5.00 %

FY 2021 percent of STIF Funds supporting student transportation

5.00 %

Project 2

Public Transportation Service Provider or Qualified Entity Name

Coos County Area Transit Service District

Project Name

Increase Operating Capacity

Limit 50 characters

Project Description

Talent recruitment and retention project. Increase base pay in order to offer competitive wage and benefits. Expand support capacity by providing full time dispatch coverage during business hours. All projects support low income households.

Limit 250 Characters

Do you plan to expend funding in a future STIF Plan period?

- Yes
- No

Is this project part of your 100% list or 130% list?

100 % List

100% List Project Rank

1

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service

100%

Maintain Service

0 %

Local Plan from which this project is derived:

Coos County Coordinated Human Services Plan

Local Plan page number

47

Multi-Phase Project

Is your project part of a larger multi-phase project?

No

6.1.1 Project Scope

Task 1

Category

Operations 300-00 Operations

Specify the mode that this task will support.

Fixed Route Demand Response

300.00 Operations Activity Type

Operating Assistance 30.09

Operating Assistance Activity Detail

30.09.01 Operating Assistance

44.26.14 Communications

11.7L.00 Mobility Management

6.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

Fund Type	2019	2020	2021	Total
-----------	------	------	------	-------

STIF	\$23,561.00	\$173,643.10	\$198,523.78	\$395,727.88
Federal	\$0.00	\$0.00	\$0.00	\$0.00
Other State	\$0.00	\$0.00	\$0.00	\$0.00
Local	\$0.00	\$0.00	\$0.00	\$0.00
Other Funds	\$0.00	\$0.00	\$0.00	\$0.00

\$23,561.00 \$173,643.10 \$198,523.78 \$395,727.88

6.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles	Revenue Hours	Rides
0	0.00	0

Number of people with access to transit (within ½ mile of transit stop for fixed route)

0

Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed route)

0

Number of new shared stops with other transit providers (reducing fragmentation in transit services)

0

Is this project supporting student transportation?

Yes

Choose at least one

Operations

- Number of students in grades 9-12 with free or reduced fare transit pass
- Number of students in grades 9-12 attending a school served by transit
- Number of rides provided to students in grades 9-12
- Other

Operations - Demand Response

- Number of students in grades 9-12 served by demand response

Number of students in grades 9-12 attending a school served by transit

616

Number of students in grades 9-12 served by demand response

616

Optional Outcome Measures

Outcome Measure 1

All Project Types

Other Measure:

Reduce administrative time spent on hiring and training new staff, draw from a better pool of candidates, retention will improve reliability of service, be more responsive to incoming calls.

Number of Units:

Task 2

Category

Administration 620-00 Project Administration

620-00 Project Administration

© Project Administration 11.79

Project Administration Activity Detail

© 11.79.00 Project Administration

6.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

Fund Type	2019	2020	2021	Total
STIF	\$30,268.90	\$82,827.00	\$92,623.35	\$205,719.25
Federal	\$0.00	\$0.00	\$0.00	\$0.00
Other State	\$0.00	\$0.00	\$0.00	\$0.00
Local	\$0.00	\$0.00	\$0.00	\$0.00
Other Funds	\$0.00	\$0.00	\$0.00	\$0.00

\$30,268.90

\$82,827.00

\$92,623.35

\$205,719.25

6.1.3 Outcome Measures

Optional Outcome Measures

Outcome Measure 1

All Project Types

Other Measure:

Organization will be more efficient in the tracking and managing of fiscal processes and grants.

Number of Units:

N/A

6.2 Allocation of STIF funds by project

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.

FY 2019 STIF Total
\$53,829.90

FY 2020 STIF Total
\$256,470.10

FY 2021 STIF Total
\$291,147.13

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply, fill in with zeros. Do not add or remove additional criterion.

Criterion	FY 2019	FY 2020	FY 2021
Criterion 1	0.0 %	0.0 %	0.0 %

Criterion 2	0.0 %	0.0 %	0.0 %
Criterion 3	0.0 %	0.0 %	0.0 %
Criterion 4	0.0 %	0.0 %	0.0 %
Criterion 5	80.0 %	80.0 %	80.0 %
Criterion 6	20.0 %	20.0 %	20.0 %
Criterion 7	0.0 %	0.0 %	0.0 %
	100.0 %	100.0 %	100.0 %

6.3 Oregon Public Transportation Plan Goals

Select at least one goal.

Select the OPTP goals that apply to your STIF Plan Projects.

- 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 -- 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.

Goal 1 Policies - Select all that apply.

- Policy 1.1: Provide consistent and reliable public transportation services that people can count on to meet their travel needs.
- Policy 1.2: Provide customers access to clear, accurate information about public transportation services through multiple sources and media.
- Policy 1.3: Enact fare policies that reflect the needs of the community served; ensure that public transportation fares are understandable and easy to pay.
- Policy 1.4: Coordinate and enhance mobility management services and strategies to better coordinate services to enable riders and potential riders to use public transportation.
- Policy 1.5: Advance efficient mobility and reduce traffic congestion by enabling and promoting reliable, efficient service on corridors identified as public transportation priority corridors.
- Policy 1.6: Work proactively with state and local planning bodies to support local and regional public transportation plans and goals throughout the state.

Goal 3 Policies - Select all that apply.

- Policy 3.1: Enhance access to education and employment via public transportation.
- Policy 3.2: Promote and support use of public transportation for tourism and special events in Oregon.
- Policy 3.3: Promote the use of public transportation to foster greater community livability.

Goal 4 Policies - Select all that apply.

- Policy 4.1: Engage populations recognized as transportation disadvantaged in public transportation service decision making.
- Policy 4.2: Understand and communicate how disparities, barriers, and needs affect the ability of people to access and use public transportation, especially those who are transportation disadvantaged.
- Policy 4.3: Identify disparities, barriers, and needs that impact people's ability to access and use public transportation.
- Policy 4.4: Address the disparities, barriers, and needs that impact people's ability to access and use public transportation.
- Policy 4.5: Integrate equity criteria into funding decisions.

Goal 6 Policies - Select all that apply.

- Policy 6.1: Plan for, design, and locate transit stops and stations to support safe facilities, including providing safe street crossings.
- Policy 6.2: Provide for passenger and operator security on public transportation vehicles and at stops and stations through investments in facility design, amenities, appropriate security systems and personnel, and coordination with law enforcement staff.
- Policy 6.3: Enhance the safety of public transportation through personnel training and education programs.
- Policy 6.4: Promote public transportation as a safe travel option through public outreach campaigns and rider education programs.
- Policy 6.5: Incorporate innovations, such as new technologies and strategies, to increase public transportation safety and security.

Policy 6.6: Integrate public transportation agencies and personnel into emergency response and recovery planning and training activities to support resilience during and after natural disasters and other emergencies.

Goal 9 Policies - Select all that apply.

- Policy 9.1: Invest strategically in maintenance, planning, transit service, and capital improvements to preserve and enhance public transportation.
- Policy 9.2: Foster creative investments and partnerships among public agencies and private organizations to improve the efficiency and effectiveness of public transportation services.
- Policy 9.3: Pursue stable and consistent funding for public transportation operations and capital investments that maintain services and address identified needs.

Goal 10 Policies - Select all that apply.

- Policy 10.1: Coordinate communication and marketing to promote knowledge and understanding of available public transportation services.
- Policy 10.2: Collaborate and share costs for resources, supplies, and services that can be used by multiple agencies.
- Policy 10.3: Identify and advance opportunities to share data resources and collection methods.
- 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.
- Policy 10.5: Collaborate among agencies, jurisdictions, and providers to ensure the public transportation system is integrated as a component of the broader multimodal transportation system in Oregon. Provide leadership for public transportation activities and build upon efforts to coordinate public transportation services, especially statewide services.

6.4 Project Summary

Project Name

Increase Operating Capacity

STIF Project Grand Total

\$601,447.13

FY 2019 STIF Project Total

\$53,829.90

FY 2020 STIF Project Total

\$256,470.10

FY 2021 STIF Project Total

\$291,147.13

FY 2019 percent of STIF Funds supporting student transportation

0.00 %

FY 2020 percent of STIF Funds supporting student transportation

0.00 %

FY 2021 percent of STIF Funds supporting student transportation

0.00 %

Project 3

Public Transportation Service Provider or Qualified Entity Name

Coos County Area Transit Service District

Project Name

Rolling Stock!

Limit 50 characters

Project Description

Replace our aged fleet! All but five of our fleet have surpassed their useful life and we continue to be plagued by high maintenance costs. Due to the increase in trips with new routes it will be beneficial to have new buses.

Limit 250 Characters

Do you plan to expend funding in a future STIF Plan period?

- Yes
 No

Is this project part of your 100% list or 130% list?

100 % List

100% List Project Rank

4

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service

100%

Maintain Service

0 %

Local Plan from which this project is derived:

Coos County Coordinated Human Services Plan

Local Plan page number

47

Multi-Phase Project

Is your project part of a larger multi-phase project?

No

6.1.1 Project Scope

Task 1

Category

Capital 111-00 Bus Rolling Stock

111-00 Bus Rolling Stock Activity Type

- Engineering & Design - Capital Bus 11.11
 Buy Replacements - Capital Bus 11.12
 Buy Expansion - Capital Bus 11.13
 Rehab / Rebuild Capital Bus 11.14
 Mid Life Rebuild 11.15

- Lease - Replacement - Capital Bus 11.16
- Vehicle Overhaul - Up to 20% Vehic Maint 11.17
- Lease Expansion - Capital Bus 11.18

Buy Replacements - Capital Bus 11.12 Activity Detail

- 11.12.01 Bus STD 40 FT
- 11.12.02 Bus STD 35 FT
- 11.12.03 Bus 30 FT
- 11.12.04 Bus < 30 FT
- 11.12.06 Bus Articulated
- 11.12.07 Bus Commuter / Suburban
- 11.12.08 Bus Intercity
- 11.12.09 Bus Trolley STD
- 11.12.10 Bus Trolley Artic.
- 11.12.11 Bus Double Deck
- 11.12.12 Bus Used
- 11.12.14 Bus Dual Mode
- 11.12.15 Vans
- 11.12.16 Sedan / Station Wagon

Buy Replacements - Capital Bus 11.12

Replacement Vehicle Information

1. Vehicles to be Replaced

Year	Make/Model	Category	VIN	Total Seats / ADA Seats	Current Miles
2,002	Ford/Aerotech	D (11.XX.04)	1FDXE45S22HB64917	12/2 Ex. 24/2	272,816
2,008	Ford/Aerolite	E (11.XX.15)	1FD3E35L18DB00983	10/1 Ex. 24/2	180,858
2,009	Ford/Aerolite II	E (11.XX.15)	1FD3E45LO9DA92332	12/2 Ex. 24/2	211,056

2. Condition of Vehicles

VIN	Condition	Vehicle Maintenance History (Issues, Repairs, etc.)
1FDXE45S22HB64917	Poor	Vehicle has exceeded its' useful life more than twice over in both age and miles. Major systems continue to require maintenance. It is a rust bucket due to our location on the Oregon Coast.

1FD3E35L18DB00983

Poor

Vehicle has exceeded its' useful life more than twice over in both age and miles. Major systems continue to require maintenance. It is a rust bucket due to our location on the Oregon Coast.

1FD3E45L09DA92332

Poor

Vehicle has exceeded its' useful life more than twice over in both age and miles. Major systems continue to require maintenance. It is a rust bucket due to our location on the Oregon Coast.

11.12.07 Bus Commuter / Suburban Vehicle Information

Quantity	Make	Model	Length	Total Seats	Total ADA Stations	Fuel Type
1	Ford	NorCalVans	12.4	6	2	Hybrid-Gas
2	Arboc	Spirit of Independence	23.9	10	2	Gas

6.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

Fund Type	2019	2020	2021	Total
STIF	\$111,901.35	\$148,535.54	\$135,407.24	\$395,844.13
Federal	\$0.00	\$0.00	\$0.00	\$0.00
Other State	\$0.00	\$0.00	\$0.00	\$0.00
Local	\$0.00	\$0.00	\$0.00	\$0.00
Other Funds	\$0.00	\$0.00	\$0.00	\$0.00
	\$111,901.35	\$148,535.54	\$135,407.24	\$395,844.13

6.2 Allocation of STIF funds by project

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.

FY 2019 STIF Total
\$111,901.35

FY 2020 STIF Total
\$148,535.54

FY 2021 STIF Total
\$135,407.24

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply, fill in with zeros. Do not add or remove additional criterion.

Criterion	FY 2019	FY 2020	FY 2021
Criterion 1	20.0 %	20.0 %	20.0 %
Criterion 2	20.0 %	20.0 %	20.0 %
Criterion 3	0.0 %	0.0 %	0.0 %
Criterion 4	0.0 %	0.0 %	0.0 %
Criterion 5	60.0 %	60.0 %	60.0 %
Criterion 6	0.0 %	0.0 %	0.0 %
Criterion 7	0.0 %	0.0 %	0.0 %
	100.0 %	100.0 %	100.0 %

6.3 Oregon Public Transportation Plan Goals

Select at least one goal.

Select the OPTP goals that apply to your STIF Plan Projects.

- 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 -- 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.

Goal 1 Policies - Select all that apply.

- Policy 1.1: Provide consistent and reliable public transportation services that people can count on to meet their travel needs.
- Policy 1.2: Provide customers access to clear, accurate information about public transportation services through multiple sources and media.
- Policy 1.3: Enact fare policies that reflect the needs of the community served; ensure that public transportation fares are understandable and easy to pay.
- Policy 1.4: Coordinate and enhance mobility management services and strategies to better coordinate services to enable riders and potential riders to use public transportation.
- Policy 1.5: Advance efficient mobility and reduce traffic congestion by enabling and promoting reliable, efficient service on corridors identified as public transportation priority corridors.
- Policy 1.6: Work proactively with state and local planning bodies to support local and regional public transportation plans and goals throughout the state.

Goal 2 Policies - Select all that apply.

- Policy 2.1: Enhance existing and identify new public transportation connections and services.

- Policy 2.2: Improve access to and ease of use for public transportation by connecting routes and services, including linking stops and stations to bicycle and pedestrian facilities.
- Policy 2.3: Provide coordinated, seamless regional and intercity bus and rail public transportation services to enable trips for commuting and recreation, and assist rural residents to access services in larger communities.
- Policy 2.4: Encourage employers, educational institutions, and others to provide opportunities for employees' and clients' use of public transportation, carpool, vanpool, shuttles, and other shared rides.

Goal 4 Policies - Select all that apply.

- Policy 4.1: Engage populations recognized as transportation disadvantaged in public transportation service decision making.
- Policy 4.2: Understand and communicate how disparities, barriers, and needs affect the ability of people to access and use public transportation, especially those who are transportation disadvantaged.
- Policy 4.3: Identify disparities, barriers, and needs that impact people's ability to access and use public transportation.
- Policy 4.4: Address the disparities, barriers, and needs that impact people's ability to access and use public transportation.
- Policy 4.5: Integrate equity criteria into funding decisions.

Goal 5 Policies - Select all that apply.

- Policy 5.1: Provide access to healthy lifestyle options by supporting the ability of people to reach goods and services such as groceries, recreation, health care, and social opportunities via public transportation.
- Policy 5.2: Integrate health considerations into public transportation planning and decision making at the local, regional, and state level.
- Policy 5.3: Connect public transportation riders to health and social services.

Goal 6 Policies - Select all that apply.

- Policy 6.1: Plan for, design, and locate transit stops and stations to support safe facilities, including providing safe street crossings.
- Policy 6.2: Provide for passenger and operator security on public transportation vehicles and at stops and stations through investments in facility design, amenities, appropriate security systems and personnel, and coordination with law enforcement staff.
- Policy 6.3: Enhance the safety of public transportation through personnel training and education programs.
- Policy 6.4: Promote public transportation as a safe travel option through public outreach campaigns and rider education programs.
- Policy 6.5: Incorporate innovations, such as new technologies and strategies, to increase public transportation safety and security.
- Policy 6.6: Integrate public transportation agencies and personnel into emergency response and recovery planning and training activities to support resilience during and after natural disasters and other emergencies.

Goal 7 Policies - Select all that apply.

- Policy 7.1: Support public transportation investments as a key approach to reducing greenhouse gas (GHG) emissions, as emphasized in state policy.

Policy 7.2: Transition to low- or zero-emission vehicle technologies, including all electric, hybrid, biofuels, compressed natural gas, and other fuel and propulsion technologies.

Policy 7.3: Identify and implement sustainable transit system operations policies and practices

Goal 8 Policies - Select all that apply.

Policy 8.1: Increase the use of public transportation by fully integrating public transportation with other community plans including transportation, land use, and economic development plans.

Policy 8.2: Elevate public transportation in developer, employer, community service provider, and public agency decision making, such as siting and development decisions. Recognize the impact land use has on people's ability to use public transportation and other transportation options.

Policy 8.3: Foster the development of housing near public transportation routes and services.

Goal 9 Policies - Select all that apply.

Policy 9.1: Invest strategically in maintenance, planning, transit service, and capital improvements to preserve and enhance public transportation.

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

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

6.4 Project Summary

Project Name

Rolling Stock!

STIF Project Grand Total

\$395,844.13

FY 2019 STIF Project Total

\$111,901.35

FY 2020 STIF Project Total

\$148,535.54

FY 2021 STIF Project Total

\$135,407.24

FY 2019 percent of STIF Funds supporting student transportation

0.00 %

FY 2020 percent of STIF Funds supporting student transportation

0.00 %

FY 2021 percent of STIF Funds supporting student transportation

0.00 %

Project 4

Public Transportation Service Provider or Qualified Entity Name

Coos County Area Transit Service District

Project Name

Contingency Fund

Limit 50 characters

Project Description

The project is to start building a contingency fund in order to fund a Regional Multi-modal transit hub here on the south coast. We already have support from adjoining transit agencies and local municipalities.

Limit 250 Characters

Do you plan to expend funding in a future STIF Plan period?

- Yes
 No

If yes, what is the expenditure amount?

\$146,000.75

This will be added to the total amount of STIF funds requested.

What is the project type that you are carrying forward funds for?

- Holding funds for financial stability
 Capital 111-00 Bus Rolling Stock
 Capital 112-00 Bus Transitways / Lines
 Capital 113-00 Bus Stations / Stops / Terminals
 Capital 114-00 Bus Support Equip / Facilities
 Capital 115-00 Bus Electrification / Power Distribution
 Capital 116-00 Signal and Communication Equipment
 Capital 117-00 Other Capital Items (Bus)
 Operations 300-00
 Planning 442-00
 Administration 620-00

6.4 Project Summary

Project Name

Contingency Fund

STIF Project Grand Total

\$146,000.75

FY 2019 STIF Project Total

\$0.00

FY 2020 STIF Project Total

\$0.00

FY 2021 STIF Project Total

\$0.00

FY 2019 percent of STIF Funds supporting student transportation

FY 2020 percent of STIF Funds supporting student transportation

FY 2021 percent of STIF Funds supporting student transportation

Project 5

Public Transportation Service Provider or Qualified Entity Name

Coos County Area Transit Service District

Project Name

Demand Response

Limit 50 characters

Project Description

We have seen a large increase in requests for demand response service. As a result we have had to contract with other service providers to meet the demand. Increasing our capacity will allow us to send less rides out & provide more service directly.

Limit 250 Characters

Do you plan to expend funding in a future STIF Plan period?

- Yes
- No

Is this project part of your 100% list or 130% list?

100 % List

100% List Project Rank

6

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service

100%

Maintain Service

0 %

Local Plan from which this project is derived:

Coos County Coordinated Human Services Plan

Local Plan page number

50

Multi-Phase Project

Is your project part of a larger multi-phase project?

No

6.1.1 Project Scope

Task 1

Category

Operations 300-00 Operations

Specify the mode that this task will support.

- Fixed Route
- Demand Response

300.00 Operations Activity Type

- Operating Assistance 30.09

Operating Assistance Activity Detail

- 30.09.01 Operating Assistance
- 44.26.14 Communications
- 11.7L.00 Mobility Management

6.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

Fund Type	2019	2020	2021	Total
STIF	\$0.00	\$13,700.01	\$14,111.01	\$27,811.02
Federal	\$0.00	\$0.00	\$0.00	\$0.00
Other State	\$0.00	\$0.00	\$0.00	\$0.00
Local	\$0.00	\$0.00	\$0.00	\$0.00
Other Funds	\$0.00	\$0.00	\$0.00	\$0.00
	\$0.00	\$13,700.01	\$14,111.01	\$27,811.02

6.1.3 Outcome Measures

Minimum required measures for operations tasks

Revenue Miles	Revenue Hours	Rides
31,458	2,812.00	1,248

Number of people with access to transit (within ½ mile of transit stop for fixed route)

12,647

Number of Low-Income Households with access to transit (within ½ mile of transit stop for fixed route)

3,162

Number of new shared stops with other transit providers (reducing fragmentation in transit services)

0

Is this project supporting student transportation?

Yes

Choose at least one

Operations

Number of students in grades 9-12 with free or reduced fare transit pass

- Number of students in grades 9-12 attending a school served by transit
- Number of rides provided to students in grades 9-12
- Other

Operations - Demand Response

- Number of students in grades 9-12 served by demand response

Other Measure

We have made our demand response line of service available to the 9-12 grade demographic, which provides the potential for up to 616 students during service hours.

Number of Units

1

Number of students in grades 9-12 served by demand response

616

6.2 Allocation of STIF funds by project

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.

FY 2019 STIF Total
\$0.00

FY 2020 STIF Total
\$13,700.01

FY 2021 STIF Total
\$14,111.01

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply, fill in with zeros. Do not add or remove additional criterion.

Criterion	FY 2019	FY 2020	FY 2021
-----------	---------	---------	---------

Criterion 1	0.0 %	50.0 %	50.0 %
Criterion 2	0.0 %	49.0 %	49.0 %
Criterion 3	0.0 %	0.0 %	0.0 %
Criterion 4	0.0 %	0.0 %	0.0 %
Criterion 5	0.0 %	0.0 %	0.0 %
Criterion 6	0.0 %	0.0 %	0.0 %
Criterion 7	0.0 %	1.0 %	1.0 %
	0.0 %	100.0 %	100.0 %

6.3 Oregon Public Transportation Plan Goals

Select at least one goal.

Select the OPTP goals that apply to your STIF Plan Projects.

- 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 -- 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.

Goal 1 Policies - Select all that apply.

Policy 1.1: Provide consistent and reliable public transportation services that people can count on to meet their travel needs.

Policy 1.2: Provide customers access to clear, accurate information about public transportation services through multiple sources and media.

Policy 1.3: Enact fare policies that reflect the needs of the community served; ensure that public transportation fares are understandable and easy to pay.

Policy 1.4: Coordinate and enhance mobility management services and strategies to better coordinate services to enable riders and potential riders to use public transportation.

Policy 1.5: Advance efficient mobility and reduce traffic congestion by enabling and promoting reliable, efficient service on corridors identified as public transportation priority corridors.

Policy 1.6: Work proactively with state and local planning bodies to support local and regional public transportation plans and goals throughout the state.

Goal 2 Policies - Select all that apply.

Policy 2.1: Enhance existing and identify new public transportation connections and services.

Policy 2.2: Improve access to and ease of use for public transportation by connecting routes and services, including linking stops and stations to bicycle and pedestrian facilities.

Policy 2.3: Provide coordinated, seamless regional and intercity bus and rail public transportation services to enable trips for commuting and recreation, and assist rural residents to access services in larger communities.

Policy 2.4: Encourage employers, educational institutions, and others to provide opportunities for employees' and clients' use of public transportation, carpool, vanpool, shuttles, and other shared rides.

Goal 3 Policies - Select all that apply.

Policy 3.1: Enhance access to education and employment via public transportation.

Policy 3.2: Promote and support use of public transportation for tourism and special events in Oregon.

Policy 3.3: Promote the use of public transportation to foster greater community livability.

Goal 4 Policies - Select all that apply.

Policy 4.1: Engage populations recognized as transportation disadvantaged in public transportation service decision making.

Policy 4.2: Understand and communicate how disparities, barriers, and needs affect the ability of people to access and use public transportation, especially those who are transportation disadvantaged.

Policy 4.3: Identify disparities, barriers, and needs that impact people's ability to access and use public transportation.

Policy 4.4: Address the disparities, barriers, and needs that impact people's ability to access and use public transportation.

Policy 4.5: Integrate equity criteria into funding decisions.

Goal 10 Policies - Select all that apply.

- Policy 10.1: Coordinate communication and marketing to promote knowledge and understanding of available public transportation services.
- Policy 10.2: Collaborate and share costs for resources, supplies, and services that can be used by multiple agencies.
- Policy 10.3: Identify and advance opportunities to share data resources and collection methods.
- 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.
- Policy 10.5: Collaborate among agencies, jurisdictions, and providers to ensure the public transportation system is integrated as a component of the broader multimodal transportation system in Oregon. Provide leadership for public transportation activities and build upon efforts to coordinate public transportation services, especially statewide services.

6.4 Project Summary

Project Name

Demand Response

STIF Project Grand Total

\$27,811.02

FY 2019 STIF Project Total

\$0.00

FY 2020 STIF Project Total

\$13,700.01

FY 2021 STIF Project Total

\$14,111.01

FY 2019 percent of STIF Funds supporting student transportation

FY 2020 percent of STIF Funds supporting student transportation

1.00 %

FY 2021 percent of STIF Funds supporting student transportation

1.00 %

Project 6

Public Transportation Service Provider or Qualified Entity Name

Coos County Area Transit Service District

Project Name

Service efficiency and outreach - Wifi!

Limit 50 characters

Project Description

Project to move to a new more efficient dispatching system, bring vehicle tracking to our entire fleet, wifi to our fixed route lines of service and marketing and re-branding for a more user friendly experience for all riders.

Limit 250 Characters

Do you plan to expend funding in a future STIF Plan period?

Yes

No

Is this project part of your 100% list or 130% list?

100 % List

100% List Project Rank

3

Project budget share to improve, expand or maintain public transportation service

Improve or Expand Service

100%

Maintain Service

0 %

Local Plan from which this project is derived:

Coos County Coordinated Human Services Plan

Local Plan page number

53

Multi-Phase Project

Is your project part of a larger multi-phase project?

No

6.1.1 Project Scope

Task 1

Category

Capital 116-00 Signal & Communication Equipment - Bus

116-00 Signal & Communication Equipment Activity Type

- Engineering & Design 11.61
- Acquisition 11.62
- Construction 11.63
- Rehab / Renovation 11.64
- Lease 11.66

Acquisition 11.62 Activity Detail

- 11.62.01 Control / Signal System
- 11.62.02 Communications Systems
- 11.62.03 Radios
- 11.62.20 Misc. Communications Equip.

116-00 Signal & Communication Equipment Equipment Information

Description	Quantity	Unit Cost	Total Cost
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Tablet based Paratransit Management System	1	\$59,050.00	\$59,050.00
Paratransit Smartphone App & Web Portal	1	\$19,540.00	\$19,540.00
Fixed Route CAD/AVL Management System	1	\$52,897.00	\$52,897.00
Fixed Route Smartphone App & Web Portal	1	\$22,800.00	\$22,800.00
Public Wifi for fixed route service	1	\$11,974.00	\$11,974.00

\$166,261.00

6.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

Fund Type	2019	2020	2021	Total
STIF	\$87,335.00	\$80,665.00	\$0.00	\$168,000.00
Federal	\$0.00	\$0.00	\$0.00	\$0.00
Other State	\$0.00	\$0.00	\$0.00	\$0.00
Local	\$0.00	\$0.00	\$0.00	\$0.00
Other Funds	\$0.00	\$0.00	\$0.00	\$0.00
	\$87,335.00	\$80,665.00	\$0.00	\$168,000.00

6.1.3 Outcome Measures

Optional Outcome Measures

Outcome Measure 1

All Project Types

Other Measure:

Overall service gleaned as a result of this project would be: improve communications between drivers and dispatch, allow real time tracking for riders and organization both, improve safety of the organization (drivers and riders alike), will improve maintenance tracking which is currently done manually, improve overall NTD tracking requirements (much of which is done manually), improve rider experience due to new access to wifi, demand response clients will now be able to schedule their own rides.

Number of Units:

1

Task 2

Category

Operations 300-00 Operations

Specify the mode that this task will support.

Fixed Route Demand Response

300.00 Operations Activity Type

Operating Assistance 30.09

Operating Assistance Activity Detail

30.09.01 Operating Assistance

44.26.14 Communications

11.7L.00 Mobility Management

6.1.2 Expenditure Estimates

Expenditures by Fund Source and Fiscal Year

Enter estimates of all expenditures for activities in this task denoting both fund source and fiscal year of expenditure.

Fund Type	2019	2020	2021	Total
STIF	\$46,773.75	\$25,000.00	\$25,000.00	\$96,773.75
Federal	\$0.00	\$0.00	\$0.00	\$0.00
Other State	\$0.00	\$0.00	\$0.00	\$0.00
Local	\$0.00	\$0.00	\$0.00	\$0.00
Other Funds	\$0.00	\$0.00	\$0.00	\$0.00
	\$46,773.75	\$25,000.00	\$25,000.00	\$96,773.75

6.1.3 Outcome Measures

Is this project supporting student transportation?

Yes

Choose at least one

Operations

- Number of students in grades 9-12 with free or reduced fare transit pass
- Number of students in grades 9-12 attending a school served by transit
- Number of rides provided to students in grades 9-12
- Other

Number of students in grades 9-12 attending a school served by transit

0

Optional Outcome Measures

Outcome Measure 1

Operations - Communications

Number of impressions (# of times a person receives the information, tracked by advertisers) or other measures that indicate how many people receive information about transit service.

240

Number of new users due to communications (could be determined by asking a question about how the rider learned about this service as part of a regular onboard survey)

2,500

All Project Types

Other Measure:

As a result of this rebranding and marketing project, this will likely make the website more friendly to the 9-12 grade demographic, it will allow easier access and readability, more information will be available in a more user friendly way, schedules will now include maps, website will include interactive mapping for easier route planning.

Number of Units:

1

6.2 Allocation of STIF funds by project

STIF Criteria

1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
4. Procurement of low or no emission buses for use in areas with 200,000 or more.
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
6. Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.
7. Implementation of programs to provide student transit service for students in grades 9-12.

FY 2019 STIF Total
\$134,108.75

FY 2020 STIF Total
\$105,665.00

FY 2021 STIF Total
\$25,000.00

Fund Allocation (Must not exceed 100% per criterion per fiscal year)

If some criteria don't apply, fill in with zeros. Do not add or remove additional criterion.

Criterion	FY 2019	FY 2020	FY 2021
Criterion 1	40.0 %	40.0 %	40.0 %
Criterion 2	40.0 %	40.0 %	40.0 %
Criterion 3	0.0 %	0.0 %	0.0 %
Criterion 4	0.0 %	0.0 %	0.0 %
Criterion 5	8.0 %	8.0 %	8.0 %
Criterion 6	9.0 %	9.0 %	9.0 %
Criterion 7	3.0 %	3.0 %	3.0 %
	100.0 %	100.0 %	100.0 %

6.3 Oregon Public Transportation Plan Goals

Select at least one goal.

Select the OPTP goals that apply to your STIF Plan Projects.

- 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 -- 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.

Goal 1 Policies - Select all that apply.

- Policy 1.1: Provide consistent and reliable public transportation services that people can count on to meet their travel needs.
- Policy 1.2: Provide customers access to clear, accurate information about public transportation services through multiple sources and media.
- Policy 1.3: Enact fare policies that reflect the needs of the community served; ensure that public transportation fares are understandable and easy to pay.
- Policy 1.4: Coordinate and enhance mobility management services and strategies to better coordinate services to enable riders and potential riders to use public transportation.
- Policy 1.5: Advance efficient mobility and reduce traffic congestion by enabling and promoting reliable, efficient service on corridors identified as public transportation priority corridors.
- Policy 1.6: Work proactively with state and local planning bodies to support local and regional public transportation plans and goals throughout the state.

Goal 2 Policies - Select all that apply.

- Policy 2.1: Enhance existing and identify new public transportation connections and services.

- Policy 2.2: Improve access to and ease of use for public transportation by connecting routes and services, including linking stops and stations to bicycle and pedestrian facilities.
- Policy 2.3: Provide coordinated, seamless regional and intercity bus and rail public transportation services to enable trips for commuting and recreation, and assist rural residents to access services in larger communities.
- Policy 2.4: Encourage employers, educational institutions, and others to provide opportunities for employees' and clients' use of public transportation, carpool, vanpool, shuttles, and other shared rides.

Goal 3 Policies - Select all that apply.

- Policy 3.1: Enhance access to education and employment via public transportation.
- Policy 3.2: Promote and support use of public transportation for tourism and special events in Oregon.
- Policy 3.3: Promote the use of public transportation to foster greater community livability.

Goal 6 Policies - Select all that apply.

- Policy 6.1: Plan for, design, and locate transit stops and stations to support safe facilities, including providing safe street crossings.
- Policy 6.2: Provide for passenger and operator security on public transportation vehicles and at stops and stations through investments in facility design, amenities, appropriate security systems and personnel, and coordination with law enforcement staff.
- Policy 6.3: Enhance the safety of public transportation through personnel training and education programs.
- Policy 6.4: Promote public transportation as a safe travel option through public outreach campaigns and rider education programs.
- Policy 6.5: Incorporate innovations, such as new technologies and strategies, to increase public transportation safety and security.
- Policy 6.6: Integrate public transportation agencies and personnel into emergency response and recovery planning and training activities to support resilience during and after natural disasters and other emergencies.

Goal 9 Policies - Select all that apply.

- Policy 9.1: Invest strategically in maintenance, planning, transit service, and capital improvements to preserve and enhance public transportation.
- Policy 9.2: Foster creative investments and partnerships among public agencies and private organizations to improve the efficiency and effectiveness of public transportation services.
- Policy 9.3: Pursue stable and consistent funding for public transportation operations and capital investments that maintain services and address identified needs.

Goal 10 Policies - Select all that apply.

- Policy 10.1: Coordinate communication and marketing to promote knowledge and understanding of available public transportation services.
- Policy 10.2: Collaborate and share costs for resources, supplies, and services that can be used by multiple agencies.
- Policy 10.3: Identify and advance opportunities to share data resources and collection methods.
- 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.

Policy 10.5: Collaborate among agencies, jurisdictions, and providers to ensure the public transportation system is integrated as a component of the broader multimodal transportation system in Oregon. Provide leadership for public transportation activities and build upon efforts to coordinate public transportation services, especially statewide services.

6.4 Project Summary

Project Name

Service efficiency and outreach - Wifi!

STIF Project Grand Total

\$264,773.75

FY 2019 STIF Project Total

\$134,108.75

FY 2020 STIF Project Total

\$105,665.00

FY 2021 STIF Project Total

\$25,000.00

FY 2019 percent of STIF Funds supporting student transportation

3.00 %

FY 2020 percent of STIF Funds supporting student transportation

3.00 %

FY 2021 percent of STIF Funds supporting student transportation

3.00 %

7. STIF Plan Summary

STIF Plan Total

\$1,772,999.99

Amount Carried

Forward

\$146,000.75

FY 2019 Total STIF Funds

\$304,000.00

FY 2020 Total STIF Funds

\$620,999.25

FY 2021 Total STIF Funds

\$701,999.99

FY 2019 Student STIF Funds

\$4,231.26

FY 2020 Student STIF Funds

\$8,138.38

FY 2021 Student STIF Funds

\$12,707.84

FY 2019 Percent of STIF Funds supporting student transportation

1.39 %

FY 2020 Percent of STIF Funds supporting student transportation

1.31 %

FY 2021 Percent of STIF Funds supporting student transportation

1.81 %

Effective Date

This STIF Plan shall become effective as of the date it is approved by the Oregon Transportation Commission and it shall terminate as of the end date specified in Section 5 of the approved STIF Plan.

Signature

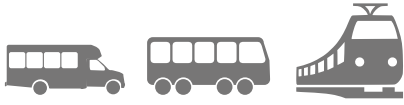
This STIF Plan serves as a legally binding agreement between the Qualified Entity and the State of Oregon, acting by and through its Department of Transportation.

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Chapter 3:

Goals, Policies, and Strategies

The policies and strategies in this chapter build upon the OPTP vision and goals to further explain what to pursue and actions to take to enable public transportation to fulfill its roles and purposes described throughout this plan. They support public transportation as a viable option for residents and tourists for many trips, help ensure it is routinely considered in planning and development decisions, and support healthy and active Oregon residents, communities, and economies.

The policies and strategies inform and guide the state, local jurisdictions, public transportation providers, and stakeholders as they make decisions affecting the public transportation system. These policies and strategies support the vision described in this plan and the future system needed by Oregonians. They respond to today's opportunities and challenges and look to the future to consider emerging and anticipated trends that affect public transportation. They are designed to be adaptable to local conditions throughout the state, and are intended to provide relevant guidance as the transportation system changes into the future.

The policies and strategies are consistent with and support the OTP, applying the policies of the OTP to the public transportation system. They are also consistent with state and federal laws and regulations. The OPTP sets the overall direction and investment priorities for Oregon's public transportation system. The policies and strategies are designed to encourage working together to develop a seamless transportation system through comprehensive planning. They particularly inform state and local jurisdictions as they develop facility plans and local transportation plans to be consistent with the OTP and its mode and topic plans.

The OPTP policies and strategies work hand in hand with those of other OTP mode and topic plans such as the Transportation Options Plan¹ and the Bicycle and Pedestrian Plan.² The Transportation Options Plan focuses on programs, strategies, and investments supporting the efficient use of transportation infrastructure through transportation demand management. The Bicycle and Pedestrian Plan focuses on strategies to provide an effective network of bikeways and pedestrian facilities to connect to destinations and other modes of travel including public transportation. Transportation options and bicycle and pedestrian programs support the OPTP, coordinating public transportation with a broader set of travel options and connections.

At the same time, strengthening the public transportation system supports and leverages the multimodal policies and actions set out in these related plans.

The OPTP policies and strategies are broad and apply to multiple state, regional, and local transportation agencies unless otherwise identified. They set the future direction for the state, while providing a policy framework for further development of the public transportation system. They encourage local jurisdictions, public transportation agencies, local providers, and other partners to routinely work together to plan for the system, thereby helping to make public transportation a basic consideration for public agencies, and a routine and reliable travel option for Oregonians.

Figure 3-1 Ten OPTP Goals



Goal 1: Mobility – Public Transportation User Experience

Public transportation provides essential mobility for people who live, work, and visit Oregon. For some, public transportation is an option for lower stress travel through congested areas. For young people, it can provide the ability to participate in more activities. For others, public transportation is their only means of travel. Older adults and people with disabilities throughout the state rely on public transportation to meet basic daily needs, and many low-income Oregonians depend on public transportation to reach jobs and services.

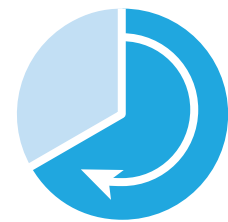
Today, the demand for public transportation throughout Oregon exceeds available services. As the state’s population increases, these services will become ever more important to meet the basic transportation needs of the people who live and work in or visit Oregon. If each new person drives alone for most of their trips, then traffic congestion becomes far worse. Providing public transportation keeps our state and its cities functioning with efficient travel options.

At a time when resources are strained and demand for service is increasing, many local jurisdictions and public transportation providers are faced with choices about how to best serve the greatest number of people. Decisions about what types of service to invest in require considering complex effects and interactions to find what service best meets the intended purpose. The Mobility policies and strategies are intended to guide local jurisdictions and providers as they work together and make decisions about how to best serve their communities—so that more riders have access to service that is a viable travel option for many trips. To be a viable option, public transportation must be accessible, reliable, and consistent; available when people need to travel; and go where riders need to go. The Mobility policies and strategies address these attributes, aiming to provide more riders with the service they need to meet everyday needs.



Frequency

Often known as ‘headway,’ frequency refers to how often a bus, train or other public transportation service arrives based on the amount of time until the next bus, train, or service arrives.



Hours of Service (or Span of Service)

The span of hours in the day over which service is operated (for example, 6 a.m. to 10 p.m.).



LTD’s EmX bus rapid transit service at night (Photograph credit: LTD)

Goal I: 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.

Policies and Strategies

Policy I.1: Provide consistent and reliable public transportation services that people can count on to meet their travel needs.

Strategy 1.1A: Enhance public transportation service so that vehicle frequency and hours of service maximize ridership on the route.

Strategy 1.1B: Maximize transit effectiveness by making location-appropriate choices about whether a route or system is designed to maximize ridership or provide geographic coverage. Measure performance against the service objective.

Strategy 1.1C: Identify and implement strategies to help public transportation modes and services function as one seamless system for travelers (for example, fares are clear, transfers are easy, there is one place to gather information about the whole trip).

Policy I.2: Provide customers access to clear, accurate information about public transportation services through multiple sources and media.

Strategy 1.2A: Identify resources to support communication and marketing strategies to share transit system information with community members and attract and retain riders.

Strategy 1.2B: Provide customer information via multiple methods, such as mobile applications, reader boards at stops and stations, websites, social media, and by telephone. Take advantage of emerging technologies to improve information sharing.

Strategy 1.2C: Work with riders to identify barriers to public transportation use. Utilize a variety of communication technologies and implement strategies to address those barriers.

Strategy 1.2D: Create clear expectations by communicating route purpose and goals in transit plans; communicate route performance in regular public reports.

Strategy 1.2E: Create and support a single source of trip planning information for state, local and regional public transportation options. Include information about other services such as TNCs, carsharing, and bikesharing.

Strategy 1.2F: Incorporate bi- or multi-lingual information materials on vehicles, at stations and stops, and in other locations as appropriate.



Policy I.3: Enact fare policies that reflect the needs of the community served; ensure that public transportation fares are understandable and easy to pay.

Strategy 1.3A: Develop opportunities to share efare payment systems between public transportation providers with overlapping or neighboring service areas. Work towards a statewide shared efare payment system.

Strategy 1.3B: Enable single payment and affordable transfers among routes within a public transportation provider's system.

Strategy 1.3C: Provide multiple fare options as appropriate, such as one-trip fares, day passes, monthly passes, and multi-ride fares, to meet varying rider needs.

Strategy 1.3D: Provide affordable public transportation fares for lower income people, youth, and other transportation disadvantaged riders, such as enabling use of discounted passes.

Policy I.4: Coordinate and enhance mobility management services and strategies to better coordinate services to enable riders and potential riders to use public transportation.

Strategy 1.4A: Partner with transportation options organizations to provide coordinated mobility management and transportation options services.

Strategy 1.4B: Identify and implement opportunities to provide services such as travel planning and travel training. These services benefit people who may need assistance to feel comfortable using public transportation, including people with disabilities.

Mobility Management

Mobility management and transportation options opportunities can help to address transportation coordination and access needs. These are strategic, demand-oriented approaches to integrating transportation services that emphasizes moving people instead of vehicles and affords an opportunity to provide more personalized service to meet individual needs.

Examples of mobility management strategies:

- Collaboration between transportation providers and human service agencies to better plan and utilize existing services.
- Mobility education and travel training targeted to users who need support to use public transportation, such as people with disabilities and older adults.
- Public information and marketing targeted to customers and other community members.
- Regional one-stop information and referral for people wanting to use public transportation.
- Human service agencies develop mobility support programs for clients.

Strategy 1.4C: Utilize promotions to introduce new riders to public transportation. These could include offering dedicated service for community events or holding “transit week” or similar “try transit” events.

Strategy 1.4D: Identify opportunities to share mobility management services among public transportation providers and with health and human service agencies in regions throughout the state.

Policy 1.5: Advance efficient mobility and reduce traffic congestion by enabling and promoting reliable, efficient service on corridors identified as public transportation priority corridors.

Strategy 1.5A: Coordinate with road authorities to implement techniques to give public transportation vehicles priority such as signal priority, dedicated lanes or transit ways, queue jump lanes, high occupancy vehicle lanes, and bus on shoulder opportunities where appropriate.

Strategy 1.5B: Implement techniques to increase the capacity and reliability of public transportation service on urban corridors with high demand for transit service, such as increased vehicle frequency or other enhanced bus service characteristics, or implementing bus rapid transit or light rail.

Strategy 1.5C: Identify and implement opportunities to enhance public transportation ridership and efficiency through low-cost improvements, such as implementing new technologies or minor enhancements to services or facilities.

Strategy 1.5D: Enhance roadway design procedures, rules, and guidance to better accommodate transit vehicles on key corridors and support safe access to transit, with roadway design addressing all modes.

Strategy 1.5E: Partner with local agencies and providers to identify state highways that serve as both transit and freight corridors, and identify solutions to any conflicting needs.

Policy 1.6: Work proactively with state and local planning bodies to support local and regional public transportation plans and goals throughout the state.

Strategy 1.6A: Identify current and future public transportation priority corridors in plans prepared by public transportation providers, local agencies, and metropolitan planning organizations. Ensure that subsequent state, regional, and local plans provide for the facilities to meet public transportation service goals.

Strategy 1.6B: Plan for improving public transportation service to meet current and future demand, including more frequent service and higher capacity transit services.

Strategy 1.6C: Design new major roadways and highways and significant transportation improvements to accommodate current and future public transportation vehicles and services.



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

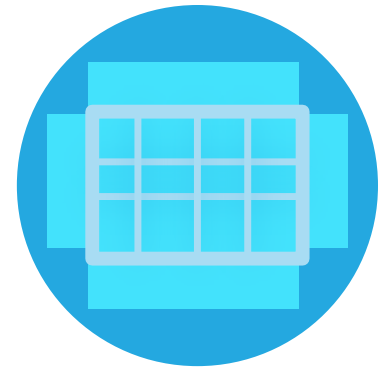
Businesses and households alike rely on a well-connected public transportation system that is dependable and easy to use. Businesses rely on employees and customers being able to reach their locations, and households rely on public transportation to access jobs, education, services, health care facilities, shopping, recreation, and other destinations.

Surrounding land uses, connections available to other services and modes, and the condition of surrounding streets, bikeways, and sidewalks all affect how easy it is to access and use public transportation. A well-connected, accessible transportation system allows Oregonians and visitors of all ages, incomes, and abilities to travel more easily to their destinations.

By providing access to education and employment, public transportation enables access to economic opportunities, vital throughout the state and especially important for transportation disadvantaged populations. Intercity bus and rail services link towns, cities, regions, and other states to one another, providing critical connections between rural and urban areas and between urban areas.

Access to public transportation is not just about whether the service itself is available. Safe, easy, and direct access to stops and stations is also essential for public transportation service. These factors are inextricable from decisions about the location, type, orientation, and size of development. These development characteristics, in turn, affect land value and economic activity—and ultimately, access to public transportation.

Overall, the policies and strategies supporting the OPTP’s Accessibility and Connectivity goal are intended to help eliminate barriers to access within and among public transportation systems.



TriMet “Bike and Ride” facility at the Beaverton Transit Center (Photograph credit: TriMet)

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.

Policies and Strategies

Policy 2.1: Enhance existing and identify new public transportation connections and services.

Strategy 2.1A: Assess feasibility of providing frequent and/or high capacity public transportation connecting key destinations where population and land use characteristics support such services.

Strategy 2.1B: Provide new or more frequent regional and intercity connections. Work with ODOT to identify possible strategies to provide the new connections.

Policy 2.2: Improve access to and ease of use for public transportation by connecting routes and services, including linking stops and stations to bicycle and pedestrian facilities.

Strategy 2.2A: Seek to eliminate first and last mile barriers by improving public transportation links to other facilities and services. These may include accessible facilities, sidewalks, trails, bicycle parking, bikeways, carshare, TNCs and taxis, rideshare, and bikeshare services.

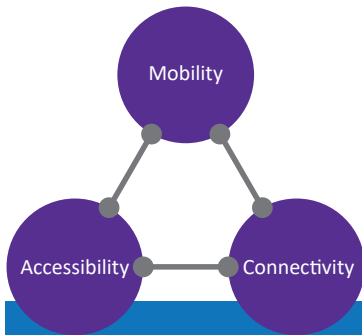
Strategy 2.2B: Provide public transportation services for persons with disabilities that enable convenient access to work, school, shopping, recreational, and medical destinations in the community.

Strategy 2.2C: Coordinate between public transportation providers, developers, private property owners, and road or rail authorities to prioritize pedestrian facility investments at existing or planned transit stops and stations. These may include crosswalks, sidewalks, curb ramps, and other pedestrian improvements.

Strategy 2.2D: Coordinate among public transportation providers, developers, private property owners, and road and rail authorities to develop bicycling facilities, including bike lanes or paths and secure bike parking.

Strategy 2.2E: Ensure that public transportation vehicles can carry multiple bicycles.

Strategy 2.2F: Provide park and ride and bike and ride facilities where appropriate, or seek partnerships to allow riders' use of existing lots where space is available. Seek to link park and rides to related services such as carshare or bikeshare facilities.



What are mobility, accessibility and connectivity?

- **MOBILITY:** The ability or ease with which people can use the transportation system to travel between destinations.
- **ACCESSIBILITY:** The ability or ease with which people can reach or access destinations including employment, education, activities, and services and return to their origin.
- **CONNECTIVITY:** Presence of useful, integrated links people can use to move between places, transportation system modes, or segments of the same mode. For example, do transit routes intersect usefully in both place and time, are fares interchangeable, and is information about the trip readily available?



Policy 2.3: Provide coordinated, seamless regional and intercity bus and rail public transportation services to enable trips for commuting and recreation, and assist rural residents to access services in larger communities.

Strategy 2.3A: Coordinate efficient and easy to use regional, long distance and urban connections between neighboring public transportation systems and services with reasonable wait times and comfortable waiting locations.

Strategy 2.3B: Continue to support regional and intercity public transportation by connecting and coordinating intercity services among providers, and helping regional and intercity services efficiently connect with one another and to urban systems.

Strategy 2.3C: Link public transportation routes at mobility hubs where there are easy transfers between routes, modes, and neighboring systems. Such facilities include transit stations or centers where multiple routes meet, bus and rail modes meet, or there are park and ride facilities. Expand existing mobility hubs, as needed, to accommodate better connections.

Strategy 2.3D: Coordinate among state agencies, jurisdictions, railroads, and other partners to enhance passenger rail's role in providing regional, intercity, and interstate service.

Policy 2.4: Encourage employers, educational institutions, and others to provide opportunities for employees' and clients' use of public transportation, carpool, vanpool, shuttles, and other shared rides.

Strategy 2.4A: Encourage employers to provide a comprehensive package of incentives to use public transportation or other transportation options. These include pre-tax benefits, discounted passes, group passes, priority parking for shared vehicles, etc. Provide assistance and incentives for employers to implement such programs.

Strategy 2.4B: Encourage major employers, medical and educational institutions, and other regional destinations to provide shuttle service between their campuses and nearby public transportation facilities when necessary to enable access by transit.

Strategy 2.4C: Encourage employers and major institutions to avoid policies that discourage public transportation use, such as providing free parking.



Gilliam County Transportation operates a general demand response service for older adults, people with disabilities, and the general public. The service is provided by volunteer drivers who often drive hundreds of miles in a given day to serve the diverse needs of the rural community in Gilliam County. *(Photograph credit: City of Condon)*

Public Transportation Incentives and Disincentives

Employers and major institutions often provide perks that are deliberate or unintended incentives for employees, students, or visitors to use particular travel means. Incentives that support public transportation include allowing for flexible work schedules, providing free or discounted transit passes, developing “guaranteed ride home” policies that provide for a taxi ride home in case of an emergency, as well as many others.

Other perks can act as a disincentive to use public transportation, even though that may not be the intended purpose. A common example of such a policy is to provide free parking.

Through a thoughtful combination of policies, employers and major institutions can increase the use of public transportation significantly, while helping to manage parking and traffic, support commute trip reduction and sustainability goals, and attract and retain employees.



Goal 3: Community Livability and Economic Vitality

A reliable transportation system that moves people and goods efficiently and effectively is vital to the livability and economic vitality of Oregon communities. Public transportation is a critical element of the multimodal system that helps meet business needs. It not only gets people to work and customers to businesses, it plays a role in the more efficient movement of goods in congested corridors by giving people a more efficient option for travel. Public transportation gives visitors an easy option too, transporting them to attractions and world-class tourist destinations throughout Oregon.

Public transportation plays a key role in community livability by making it possible for people to participate in active downtowns and communities and enabling those who cannot, or who choose not to, drive to engage socially and economically in the community. Throughout the state, public transportation offers an affordable transportation option for Oregonians. By reducing the costs necessary to live and work in a community, public transportation better enables people of all income levels to stay and be active participants in their neighborhoods and cities.

This goal contains a range of policies and strategies designed to maximize public transportation's role in and support for vibrant communities and economies.



Cherriots regional service (Photograph credit: Cherriots)



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.

Policies and Strategies

Policy 3.1: Enhance access to education and employment via public transportation.

Strategy 3.1A: Promote adequate public transportation service to employers, schools, and educational institutions.

Strategy 3.1B: Improve public transportation services' ability to accommodate workers with non-traditional work schedules.

Strategy 3.1C: Establish incentives that encourage employers to allow flexible work schedules to enable employees' use of public transportation.

Strategy 3.1D: Establish incentives, such as providing transit passes, that encourage employee and student use of public transportation.

Strategy 3.1E: Collaborate with employers and business organizations to promote public transportation and transportation options programs to employees, including using transit during the workday.

Policy 3.2: Promote and support use of public transportation for tourism and special events in Oregon.

Strategy 3.2A: Support tourists' use of public transportation by making it easy to use. Provide clear and readily available information and make transit passes easy to purchase. Encourage public transportation and tourism agencies to provide traveler information in a variety of formats targeted to the needs of tourists.

Strategy 3.2B: Coordinate with convention centers, athletic and other large event organizers to support the use of public transportation for special events.

Strategy 3.2C: Collaborate with tourism agencies to identify places in Oregon where public transportation can better serve tourist destinations. Seek creative partnerships to provide such services.

Strategy 3.2D: Improve existing public transportation services available to tourists, such as intercity bus and rail services, and encourage development of new services and programs to enhance access to tourist destinations.

Policy 3.3: Promote the use of public transportation to foster greater community livability.

Strategy 3.3A: Develop a culture of public transportation, supporting its regular use and acknowledging public transportation’s key role in community livability. Provide travel training and orientation programs designed to meet the needs of all riders.

Strategy 3.3B: Provide flexible public transportation services to meet daily needs for older adults and people with disabilities, recognizing the importance of public transportation to social engagement and the ability to live independently.

Strategy 3.3C: Improve public transportation services and ease of use for youth, by providing service to schools and after-school programs, and providing travel education programs for youth and educators. Identify incentives such as discounted fares for youth.

Strategy 3.3D: Support the ability of public transportation to contribute to affordable communities. Recognize that affordable fares enable people with low incomes to use public transportation on a regular basis. Consider service design that enables households to own fewer or no vehicles.

Strategy 3.3E: Integrate public transportation stops and stations into existing and new public spaces by incorporating art, sidewalk furniture, trees, and greenery, as appropriate, in order to make them more comfortable and inviting.

Strategy 3.3F: Incorporate viable public transportation in congested corridors to enhance economic vitality and community livability.

Encouraging employees to use public transportation

The Lloyd District Transportation Management Association (TMA)—now called Go Lloyd—provides commute assistance, education, and encouragement programs for employees and visitors to the Lloyd Center area of northeast Portland. TMAs are established, often by employers, within limited geographic areas to address the specific transportation needs of their members.

Go Lloyd offers emergency rides home for public transportation riders, event planning, commute planning, and commuter rewards programs to encourage Lloyd Center employees to leave their cars at home and travel by transit, bike, or foot.



Goal 4: Equity

In the context of the OPTP, “equity” refers to the measure or distribution of public transportation impacts—both positive and negative—throughout a community and the state. Equity is a fundamental consideration for transportation agencies, especially for public transportation providers.

Achieving equitable distribution of public transportation services is complex. Needs and trade-offs vary widely among communities of different size, location, and demographics.

There are many dimensions of equity to consider including these:

- Does resource distribution reflect the distribution of populations?
- If groups are similar, do they share equally in resources and costs?
- Should resources be distributed according to differences in ability and need?
- What are unique needs of a group or community?³
- For public transportation services, it is also important to consider how to balance the needs of busy corridors that require substantial service to move many riders efficiently with the needs of areas that require more basic services.

Public transportation services are an integral part of a community’s characteristics. Public transportation may help ameliorate some inequities but will not make major changes by itself. Agencies often consider how to improve equitable outcomes and definitely not worsen any inequities in a community.

There are no precise answers or any technical way to answer these questions and concerns. What is equitable must be answered in the community considering its unique characteristics.

For communities in Oregon, and particularly transportation disadvantaged communities, public transportation provides a basic, affordable travel option and vital access to opportunities such as employment, services, groceries, and education.

The policies and strategies supporting this goal address a broad range of equity concepts and strategies. They aim to support equitable access to opportunities for Oregonians, and support community involvement in decision making processes.



Equitable or Equal?

“**Equity**” refers to fairness in the distribution of impacts—positive and negative—between groups. The term often compares impacts among groups that differ in income, ethnicity, ability, or need.

“**Equitable**” generally means impacts have been considered and steps taken to ameliorate any disparate impacts and to promote a “fair” outcome.

“**Equal,**” however, is very different. It is usually understood to mean that impacts and distribution of services are measurably the same.

The OPTP seeks to support equitable public transportation services. Given the very different communities and regions throughout the state and their varied interests and needs, the OPTP does not anticipate equal services around the state. For example, urban areas have much greater concentrations of residents, employers, and services and, therefore, tend to need very different public transportation services than rural communities.

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.

Policies and Strategies

Policy 4.1: Engage populations recognized as transportation disadvantaged in public transportation service decision making.

Strategy 4.1A: Include transportation disadvantaged populations early and often in public transportation planning and investment decisions, such as via outreach, inclusion in project committees, and other roles. Ensure that public meetings are held in locations that are accessible and scheduled at times that increase opportunities for community members to participate.

Strategy 4.1B: Provide public transportation information by methods accessible to people with low incomes, disabilities, or limited English proficiency (LEP).

Strategy 4.1C: Identify and address technological barriers that inhibit or prevent people, especially the transportation disadvantaged, from accessing information regarding public transportation services or providers.

Strategy 4.1D: Develop and implement culturally appropriate public outreach plans designed to address the needs of demographically and economically diverse groups.

Policy 4.2: Understand and communicate how disparities, barriers, and needs affect the ability of people to access and use public transportation, especially those who are transportation disadvantaged.

Strategy 4.2A: Incorporate a broad range of equity concepts in decisions affecting policies, programs, and proposed major service changes impacting access to and use of public transportation.

Strategy 4.2B: Develop informational materials on economic, cultural, and social barriers associated with different demographic groups and communities to access and use public transportation.

Strategy 4.2C: Develop tools and resources for transportation decision makers on equity and offer educational opportunities for staff and decision makers.

Strategy 4.2D: Continue to meet obligations under state and federal law regarding equity, while advancing policies and programs that exceed these obligations.



Policy 4.3: Identify disparities, barriers, and needs that impact people’s ability to access and use public transportation.

Strategy 4.3A: Incorporate information about transportation disadvantaged communities’ characteristics and needs, including public health, when developing or updating transportation plans including transportation system plans, corridor plans, and transit development plans.

Strategy 4.3B: Use available technologies and data collection best practices to develop comprehensive data sets on public transportation services, routes, and riders to increase understanding and awareness of barriers to public transportation use.

Strategy 4.3C: Use mapping tools, census data, travel demand models, health indicators, or other analytical tools and information sources to identify underserved areas. Consider characteristics, such as demographics, income, housing affordability, languages spoken, ability, geographic location, mode, industry, and trip types to assess needs associated with transportation disadvantaged communities.

Strategy 4.3D: Use transit inventories to identify gaps or deficiencies in the public transportation system that affect transportation disadvantaged communities and people, including such impacts as:

- Public facility planning, design, and location.
- User costs and benefits.
- Service quality of various modes.
- External impacts.
- Economic impacts.
- Regulation and enforcement.
- Maintenance practices.

Policy 4.4: Address the disparities, barriers, and needs that impact people’s ability to access and use public transportation.

Strategy 4.4A: Foster a respectful environment that welcomes people of all ages, cultural backgrounds, and abilities on public transportation vehicles and facilities.

Strategy 4.4B: Reduce barriers to accessing public transportation by improving service in underserved areas and transportation disadvantaged communities.

Strategy 4.4C: Address temporary barriers to use of public transportation, for example by using maintenance and construction best practices that maintain access.

Transportation Disadvantaged

Those persons who are unable to provide their own transportation or have difficulty accessing public transportation due to age, disability, language barriers, or income.

Strategy 4.4D: Integrate equity analysis into service planning and decision making so that increases in service benefit transportation disadvantaged and underserved areas.

Policy 4.5: Integrate equity criteria into funding decisions.

Strategy 4.5A: Incorporate federal and state policy and regulations on serving the transportation disadvantaged into funding policies and procedures. Disseminate guidance to local jurisdictions to assist local funding decisions and grant applications.

Strategy 4.5B: Use system inventory data and research to support evaluation of equity issues when modifying or adding new public transportation services.

Strategy 4.5C: Use analysis tools to evaluate implications of funding policies, programs, and projects on underserved areas and transportation disadvantaged populations.

Strategy 4.5D: Incorporate relevant state, regional, and local Americans with Disabilities Act (ADA) implementation plans and policies in funding decisions to enhance ADA compliance for public transportation facilities.



Goal 5: Health

Public transportation supports healthy communities as an essential part of active transportation (modes of transportation that involve physical activity). Most public transportation riders are more active because they start and end their trips by walking or biking. Twenty-nine percent of public transportation riders get 30 minutes or more of exercise each day just from walking to and from transit.⁴

Public transportation fosters healthy communities by allowing people to engage in their communities, which is critical to mental and physical health. It provides access to medical services, groceries, and recreation, all of which are essential to the health of individuals and communities. By moving many people efficiently, public transportation also reduces air pollutant emissions that contribute directly to individual health; it directly contributes to the health of our communities as well.

The policies and strategies supporting this goal aim to improve the health of individuals and communities in Oregon by bringing together community planning, public transportation agencies, and health organizations to support and improve public transportation services around the state.

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.

Policies and Strategies

Policy 5.1: Provide access to healthy lifestyle options by supporting the ability of people to reach goods and services such as groceries, recreation, parks and natural areas, health care, and social opportunities via public transportation.

Strategy 5.1A: Articulate and strengthen the role of public transportation in preventing isolation and improving mental health for Oregonians.

Strategy 5.1B: Promote physical activity by increasing public transportation service and improving multimodal connections linking service to key destinations.

Strategy 5.1C: Design transportation facilities to enable multimodal connections to public transportation.



What does health mean in the OPTP?

“Health” in the context of these policies and strategies refers to the physical and mental health of individuals; it also refers to public health, which is the broader health of the population and communities as a whole.

Policy 5.2: Integrate health considerations into public transportation planning and decision making at the local, regional, and state level.

Strategy 5.2A: Include people with health expertise and perspectives in local public transportation planning and decision making bodies.

Strategy 5.2B: Use health criteria or analysis processes in public transportation planning and decisions, including transit oriented development (TOD), public transportation facility siting, and vehicle technologies.

Policy 5.3: Connect public transportation riders to health and social services.

Strategy 5.3A: Identify gaps in public and private transportation access to health and social services.

Strategy 5.3B: Address gaps in access to health and social services by forming collaborative partnerships between public transportation, health, and social service organizations such as health departments, non-profits, coordinated care organizations, and veterans' agencies.



Bus stop on the Northwest Connector regional bus system (Photograph credit: CH2M)



Goal 6: Safety and Security

Effective public transportation systems must be and feel both safe and secure. In this context, safety and security extend beyond vehicles and stations to include transit personnel, riders, and the surrounding community. Safety is a basic expectation of all public transportation users and providers. It refers to both real and perceived safety, including vehicle safety while onboard transit vehicles, or getting to and waiting at the bus stop. Security formally refers to securing vehicles and systems from incidents and accidents, but for this OPTP and for public transportation riders, it also includes personal security (for example, feeling safe waiting for the bus and on the transit vehicle). Public transportation is one of the safest modes of travel available today. A sense of personal security, however, varies from person to person. For public transportation to be an everyday choice for Oregonians, it must also be perceived as safe and secure.

Public transportation contributes to the safety, security, and resilience of communities by providing essential services during and after emergencies. In addition, public transportation service typically means more people and activity on the street, which can aid in feeling secure.

These OPTP policies and strategies encourage greater safety and security of the public transportation system through a range of strategies that address design factors, personnel training, use of safety technologies, emergency management planning, and more. Part of feeling safe and secure is also feeling welcome, that this is a system meant for all to use, and the system is designed, implemented, and operated in a way that makes all members of the community feel welcome. Implementing these policies and strategies will promote safety and security at stops and on vehicles and help promote a welcoming environment for members of the community of different ages, ethnicities, incomes, and abilities.



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.

Policies and Strategies

Policy 6.1: Plan for, design, and locate transit stops and stations to support safe and user-friendly facilities, including providing safe street crossings.

Strategy 6.1A: Design and locate public transportation facilities so that a wide range of users, including pedestrians, cyclists, and people with disabilities can safely access them.

- Consider road, guideway, and track geometry in designing public transportation facilities.
- Coordinate with state, regional, and local governments to provide safe crossings and access to the public transportation facility by pedestrians, bicyclists, and people with disabilities.

Strategy 6.1B: Develop and apply guidelines for designing and locating safe public transportation facilities and amenities on roadways suitable for different contexts. Consider vehicle speed, roadway characteristics and constraints, planned land uses, users and uses, and areas of pedestrian, cyclists, or transit priority.

Policy 6.2: Provide for passenger and operator security on public transportation vehicles and at stops and stations through investments in facility design, amenities, appropriate security systems and personnel, and coordination with law enforcement staff.

Strategy 6.2A: Design transit stops and stations using principles such as Crime Prevention through Environmental Design (CPTED) to deter criminal behavior and help people feel safe.

Strategy 6.2B: Use risk assessment to identify appropriate use of lighting, call boxes, security systems and security personnel at stops and stations to support riders' safety and security.

Strategy 6.2C: Work with law enforcement to incorporate techniques for enforcing regulations related to illegal and disruptive activities.

Policy 6.3: Enhance the safety of public transportation through personnel training and education programs.

Strategy 6.3A: Promote a culture of safety in which public transportation personnel and contracted employees throughout the state attend regular trainings and have access to tools and skills that enhance safety and a transit environment that is welcoming to all. Conduct regular safety audits.



Strategy 6.3B: Provide training in conflict management to teach public transportation personnel the tools and skills to manage disruptions and make them aware of available resources.

Strategy 6.3C: Coordinate among agencies to deliver training and licensing programs. For example, several rural transit agencies could conduct joint public transportation personnel training.

Strategy 6.3D: Comply with safety management systems, and other federal, state, and local safety requirements.

Policy 6.4: Promote public transportation as a safe travel option through public outreach campaigns and rider education programs.

Strategy 6.4A: Implement public outreach campaigns that highlight public transportation as a safe travel option and show public transportation's contribution to safe travel.

Strategy 6.4B: Develop educational programs and materials (e.g. See and Be Seen campaigns, rider orientations) that demonstrate how to use public transportation safely and encourages drivers, bicyclists, and pedestrians to safely interact with public transportation vehicles on roadways.

Policy 6.5: Incorporate innovations, such as new technologies and strategies, to increase public transportation safety and security.

Strategy 6.5A: Deploy cost-effective technologies and strategies to reduce transit vehicle crashes with pedestrians, bicyclists, and other vehicles.

Strategy 6.5B: Investigate and deploy cost-effective technologies and strategies on public transportation vehicles and at stops and stations that improve the safety of transit operators and riders.

Policy 6.6: Integrate public transportation agencies and personnel into emergency response and recovery planning and training activities to support resilience during and after natural disasters and other emergencies.

Strategy 6.6A: Identify available resources for potential use in emergencies, such as number of vehicles, available operators, vehicle capacity, and fuel storage capacity and availability among others.

Strategy 6.6B: Utilize public transportation as a resource during disasters or emergencies, especially for the evacuation of people with disabilities and people without access to personal vehicles.

Strategy 6.6C: Coordinate with law enforcement, emergency responders, and incident management staff to identify opportunities for public transportation to support recovery after disasters and emergencies.

Strategy 6.6D: Integrate and connect public transportation communications with incident management response systems.



Goal 7: Environmental Sustainability

The transportation sector is the source of nearly one-third of Oregon’s greenhouse gas (GHG) emissions.⁵ Public transportation helps reduce transportation emissions of all kinds, including GHG emissions, by providing an efficient way for many to travel, especially as compared with single occupant vehicle driving. Increased use of public transportation is one of the central strategies in Oregon’s statewide strategy to reduce GHG emissions.

Low- or zero-emission transit vehicles are coming on line that will further reduce transportation sector emissions. While low- or zero-emission vehicles may cost more at the outset, over time they may save money through increased efficiency and emissions reductions benefits. At the same time, these technologies further increase the efficiency of travel and help reduce community exposure to particulate emissions and other pollutants that harm public health. Additional practices, such as minimizing “dead head” travel, which is transit vehicle travel that occurs without moving passengers (for example, the beginning and end of the service route or day), and reducing vehicle idling time can reduce the environmental impact of public transportation.

The policies and strategies below encourage using public transportation fleets, fuels, facilities, and services to better safeguard and enhance Oregon’s natural resources and environment.

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.

Policies and Strategies

Policy 7.1: Support public transportation investments as a key approach to reducing greenhouse gas (GHG) emissions, as emphasized in state policy.

Strategy 7.1A: Identify funding to implement GHG strategic assessment findings and priorities related to public transportation.

Strategy 7.1B: Communicate that public transportation is critical to Oregon’s strategy to reduce GHG emissions.

Strategy 7.1C: Advance work by MPOs and metropolitan area jurisdictions to evaluate expansion of public transportation service to levels set forth in the Statewide Transportation Strategy.



Policy 7.2: Transition to low- or zero-emission vehicle technologies, including all electric, hybrid, biofuels, compressed natural gas, and other fuel and propulsion technologies.

Strategy 7.2A: Invest in low- and zero-emission vehicle infrastructure, such as maintenance, fueling and charging stations, and technical training for vehicle maintenance staff.

Strategy 7.2B: Increase the percentage of low- and zero-emission vehicles used in the public transportation fleet.

Strategy 7.2C: Support pilot projects that demonstrate the viability of zero-emission transit vehicles, such as hydrogen fuel.

Strategy 7.2D: Partner with agencies, such as the Department of Energy or Department of Environmental Quality, to incentivize transit vehicle fleet turnover or retrofit of vehicles.

Strategy 7.2E: Support research and development of emerging fuels (e.g. recycled natural gas and electricity), alternative fuel networks, and other technologies to support use of low- and zero-emission fuels for transit vehicles.

Policy 7.3: Identify and implement sustainable transit system operations policies and practices

Strategy 7.3A: Design, construct, locate, and operate public transportation facilities in accordance with environmentally sustainable best practices.

Strategy 7.3B: Reduce transit vehicle idling when possible through vehicle technologies, transit signal priority, intelligent transportation technologies, or dedicated public transportation facilities (e.g. transit only lanes) to promote free flow.

Strategy 7.3C: Educate transit vehicle operators on use of fuel-efficient driving techniques.



Goal 8: Land Use

Public transportation supports land use planning in Oregon’s diverse communities. Conversely, land use directly influences public transportation and the types of services that can be effective in the area. Compact communities with mixed land uses and busy corridors tend to support frequent public transportation services, while places with dispersed population and land uses may be harder to serve and have basic access service only. While land use is under the authority of local jurisdictions, partnerships with public transportation providers create mutual benefit: appropriate land use supports public transportation and public transportation supports efficient land use.

Engaging public transportation providers early in planning and development processes helps ensure that new growth and development can be adequately served. For utilities like electricity, water, and sewer, the service plan is prepared and implemented along with the new development. This OPTP encourages land use and public transportation agencies to plan public transportation services in a similar way. Land use plans should consider the public transportation needs of new developments and involve the public transportation provider as early as possible. This better enables land use patterns that will support public transportation service to be coordinated with the service plans of the provider.

Similarly, service plans by the public transportation provider must reflect both the current and future service needs for the community. Involving the affected land use agencies in public transportation service planning will increase coordination and allow for anticipated changes in service needs.

Land use and public transportation planning must be coordinated, for the benefit of both. The policies and strategies for this goal are intended to promote and support greater coordination between land use and public transportation planning at all levels of government.



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.

Policies and Strategies

Policy 8.1: Increase the use of public transportation by fully integrating public transportation with other community plans including transportation, land use, and economic development plans.

Strategy 8.1A: Integrate transportation, economic development, housing, and land use strategies that support public transportation in a wide range of community plans, including comprehensive plans, transportation system plans (TSPs), coordinated public transportation human service plans, and others.

Strategy 8.1B: Develop, adopt, and maintain transit development plans (TDPs) that describe how the agencies will operate and develop the public transportation system services and facilities over a 20-year period. TDPs should consider community plans such as those for land use and transportation overall.

Strategy 8.1C: Use program and funding criteria and guidance to help ensure TSPs, TDPs, and the transit elements of comprehensive plans are aligned and consistent.

Strategy 8.1D: Include local and regional public transportation providers in the development of local land use plans and TSPs; include affected land use and transportation agencies, as well as employers and housing agencies, in public transportation providers’ service planning.

Strategy 8.1E: Identify and plan for corridors important to current and future public transportation service, and reflect these in transportation and land use plans and ordinances.

Strategy 8.1F: Integrate public transportation and urban growth boundary planning to ensure the needs and benefits of public transportation are considered in planning for community growth.



In Eugene-Springfield, areas near bus rapid transit stations flourished despite the recent economic recession; while the metropolitan area lost jobs between 2004 and 2010, jobs across several economic sectors grew within a 1/4 mile of bus rapid transit stations.⁶ (Photograph credit: LTD)

Policy 8.2: Elevate public transportation in developer, employer, community service provider, and public agency decision making, such as siting and development decisions. Recognize the impact land use has on people’s ability to use public transportation and other transportation options.

Strategy 8.2A: Foster opportunities and create incentives for employers, educational centers, health care facilities, and other regional services to locate where public transportation service is available for use by both employees and clients.

Strategy 8.2B: Where appropriate, develop incentives or partnerships to provide park and ride spaces at destinations located near transit services.

Strategy 8.2C: Identify and promote local agency and developer actions to integrate public transportation early in the development process to best address access to public transportation.

Strategy 8.2D: Encourage local jurisdictions to adopt ordinances that support public transportation.

Strategy 8.2E: Create model development code to better integrate public transportation with land uses and transportation systems.

Strategy 8.2F: Work with local jurisdictions to identify locations for public transportation facilities, including maintenance facilities, layover locations, stations, stops, and others.

Strategy 8.2G: Include public transportation considerations in permitting and development design review to ensure new development supports existing and future public transportation service where appropriate.

Strategy 8.2H: Develop criteria and considerations for designing and locating various types of public transportation facilities.

Policy 8.3: Foster the development of housing near public transportation routes and services.

Strategy 8.3A: Collaborate with public housing agencies and developers to locate affordable housing units in new developments near public transportation services stations, lines, and stops.

Strategy 8.3B: Promote TOD, mixed use, and multi-unit housing on transit corridors and near public transportation services. Consider the use of incentives, fees, and public-private partnerships to accomplish such development.



Goal 9: Funding and Strategic Investment

Strategic investment for public transportation means different things in different communities based on size, local priorities, history of decisions made, public transportation services present, and other characteristics. The strategic investment policies support data-driven, performance based, and participatory planning processes to identify needs, as well as measure and monitor the results of actions taken to address those needs. The policies and strategies provide guidance to help local jurisdictions and providers make decisions for further developing their public transportation systems in the context of the full transportation system and their own communities.

The strategic investment policies emphasize creative partnerships and working together because different jurisdictions, agencies, and providers may have different strengths and experience with varying types of services. In addition, different agencies and providers have a variety of roles in developing the public transportation system. Local providers make decisions about how to maintain, enhance, or change services based on the needs of their communities. ODOT is typically a funding agency to local providers, but the agency also funds and manages some services such as Amtrak Cascades and the POINT intercity bus system. See Chapter 5: Moving Forward for more information about the different roles and responsibilities of agencies involved in planning for and providing public transportation services.

State agencies, regional and local jurisdictions, and public transportation providers should use these OTP policies and strategies to inform the maintenance and development of their unique systems. While some may apply better to state agencies, local jurisdictions, or providers, these policies and strategies are intended to guide and inform all agencies that make decisions about public transportation funds and investments.

Overall, the policies and strategies for this goal emphasize maintaining existing public transportation service levels, while searching for efficiencies and adding service to meet changing community needs.



“Bus-only” lanes on LTD’s EmX bus rapid transit system (Photograph credit: CH2M)

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.

Policies and Strategies

Policy 9.1: Invest strategically in maintenance, planning, transit service, and capital improvements to preserve and enhance public transportation.

Strategy 9.1A: Use the following priorities for identifying public transportation operations and capital investments to preserve and enhance the public transportation system. (Providers may address these in any order depending on the current status of their system and identified needs.)

- Preserve current service levels and maintain a state of good repair for vehicles and facilities.
- Improve the efficiency of public transportation services and increase the number of riders.
- Improve public transportation service frequency and reliability such that it provides a viable transportation option for people to meet their daily needs.
- Provide additional connections and services to address public transportation needs, especially in underserved or disadvantaged communities, and growing or populous areas that may need additional or enhanced service.

Strategy 9.1B: Identify and communicate specific priorities through public transportation planning, including defining adequate service levels for specific areas or conditions.

Strategy 9.1C: Develop program and funding criteria to address community public transportation service needs in alignment with state, regional, and local plans.

Strategy 9.1D: Comply with federal and state requirements and use these as tools to protect the existing public transportation system and identify investment priorities. Examples include requirements for environmental justice, state of good repair, transportation asset management, and performance based planning.

Strategy 9.1E: Monitor the implementation and results of service plans and changes and adjust accordingly to continually improve public transportation services.



Partnerships

Partnerships are essential to expand public transportation services and improve connections between existing services.

Partnerships are created with and between agencies, providers, local jurisdictions, and the private sector to coordinate planning, fund services, and ensure community needs are met.

Partnerships can be mutually beneficial for both public and private entities by supporting innovative ideas, service coordination, and solutions to barriers.



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.

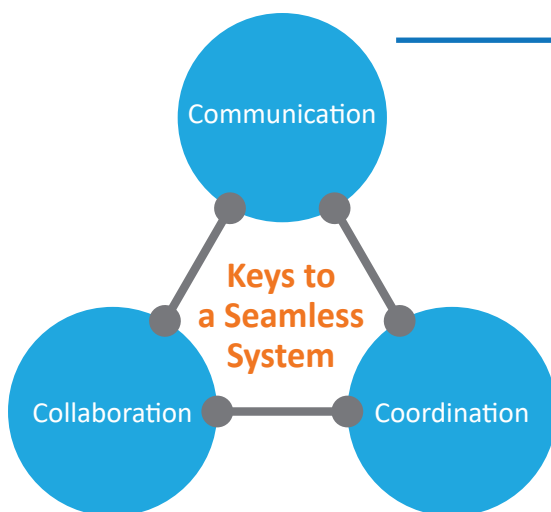


Figure 3-2 Keys to a Seamless System

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.



Policy 10.5: Collaborate among agencies, jurisdictions, and providers to ensure the public transportation system is integrated as a component of the broader multimodal transportation system in Oregon. Provide leadership for public transportation activities and build upon efforts to coordinate public transportation services, especially statewide services.

Strategy 10.5A: Promote development of solutions to shared public transportation issues and provide technical assistance to public transportation agencies, especially to small or rural agencies and non-profit private providers.

Strategy 10.5B: Continue to coordinate long distance intercity bus and rail public transportation services throughout the state and linking to interstate travel, by providing funding and marketing, and ensuring gaps in the intercity network are filled.

Strategy 10.5C: Identify opportunities for greater interregional coordination. Determine where assistance from ODOT can best support this coordination.

Strategy 10.5D: Work with federal, state, regional, and local agencies to collaborate and coordinate their public transportation services, such as coordinating planning activities and partnerships for regional projects or statewide or other shared goals.

Strategy 10.5E: Continue efforts to find and use common interests among state agencies to better coordinate public transportation services.

Strategy 10.5F: Support, sponsor, or conduct research activities to assist Oregon public transportation providers to enhance their services. Research topics may include the advantages and disadvantages of different public transportation provider organizational structures, and how state laws and rules promote or inhibit efficient regional services and connections with urban public transportation systems.