

Oregon Public Transportation Plan

Policy Advisory Committee Meeting #2 Summary

Wednesday, May 18, 2016, 1:00 – 4:30 PM

Location: Roth's West Salem, 1130 Wallace Rd NW, Salem

Committee members present

David Lohman (Chair), Oregon Transportation Commission

Craig Campbell, AAA Oregon

Steve Dickey, Salem-Keizer Transit

Karen Girard, Oregon Health Authority

Amanda Hoey (by phone), Mid-Columbia Economic Development District

Sharon Konopa, City of Albany

Mark Labhart, Tillamook County

Kate Lyman (alternate), TriMet

Robin McArthur, Land Conservation and Development Commission

Jeff Monson, Commute Options

Tonia Moro, Rogue Valley Transit District

Dan O'Halloran, Rockwell Collins

Cosette Rees, Lane Transit District

Bob Russell, Oregon Trucking Association

Lisa Scherf, City of Corvallis

John David "JD" Tovey, Confederated Tribes of the Umatilla Indian Reservation

Elaine Wells, Ride Connection

Committee members absent

Ben Duncan, Multnomah County

Neil McFarlane, TriMet

ODOT staff present

Jerri Bohard, Transportation Development

Hal Gard, Rail and Public Transit

Erik Havig, Transportation Development

Brooke Jordan, Transportation Development

Jean Palmateer, Rail and Public Transit

Amanda Pietz, Transportation Development

Lucia Ramirez, Transportation Development

Consultant staff present

Kirsten Pennington, CH2M

Ryan Farncomb, CH2M

Jeanne Lawson, JLA Public Involvement

Meeting Purpose

Lay the foundation for the OPTP through confirming the kinds of items to be included in the scope of OPTP policies, as well as vision development and initial definition of goal areas for the plan.



Key Meeting Outcomes

- The PAC agreed that the vision for public transportation should be stated from the point of view of the user, as opposed to the provider. Key aspects of the vision for public transportation in Oregon discussed included:
 - Provide an array of transportation options
 - Ensure public transportation is convenient, accessible, and broadly available
 - Use of public transportation will result in better economy, environment, improved mobility, connections, and health
- The PAC discussed the proposed goal areas and provided comments on each, listed below.

Meeting Summary

Welcome and Introductions

Amanda Pietz, ODOT Planning Unit Manager, welcomed the group and provided opening remarks. The PAC conducted self-introductions. There were no public comments at the start of the meeting.

Jeanne Lawson, meeting facilitator, reviewed the agenda and asked if there were any changes to the revised protocols or the PAC meeting #1 summary. There were no comments.

Kirsten Pennington, consultant team Project Manager, briefly reviewed the project schedule.

Scope of Public Transportation Plan Policies

Kirsten started a discussion to review the scope of OPTP transportation policies. She acknowledged PAC comments about the scope from PAC meeting #1. She noted that the group desired greater inclusion of the connections between public transportation and the private sector. She reviewed items that are “in” and “out” of the scope of authority of this type of state plan. Kirsten noted that the vision and goals, as well as opportunities and challenges, will influence the type of policies and strategies considered.

Discussion followed:

- A PAC member asked whether the discussion from the last meeting regarding land use and public transportation, as well as other issues, would be covered.
 - Kirsten responded that these ideas, along with others, will be covered, particularly during the discussion of goals for the OPTP.
- A PAC member stated that it is necessary to touch on the connections between other modes of transportation and public transportation, and that it is important to recognize the linkages between modes. Examples include accessibility issues and bike lockers at transit stations.



- Staff responded to note that linkages/connectivity between modes is an important aspect of the plan.
- Commissioner Lohman stated that it is important to note that the OPTP cannot instruct the legislature to take action, but instead, will inform the legislature’s future decisions.
- ODOT staff recapped the reasons for having a diverse PAC, noting that tie-ins to public health and environmental health are also important.

Outline of OPTP Chapters 1 and 2

Lucia Ramirez, ODOT Project Manager, introduced outlines of the first two chapters of the OPTP, noting that the first section of the plan will contain the vision and goals. She then reviewed the introductory content of Chapter 1, which will be ready during summer 2016. She then reviewed Chapter 2, which will describe background materials, including existing conditions and the “case” for public transportation.

A PAC member asked if future ridership will be part of existing conditions work. The following discussion ensued:

- Staff noted that the OPTP will look at future use and amount of service provided, but there will not be ridership modelling as part of the OPTP.
 - Commissioner Lohman stated that future use of the system will be beneficial during the investment scenarios work.
- A PAC member asked if the team will look at the long range transit plans of various agencies when assessing needs. They stated that it would be unfortunate to produce future needs cost scenarios that were not cohesive with local planning agency work.
 - Staff noted that the project team will check with agency stakeholders to make sure costs are accurate and do not conflict with local work.
- A PAC member noted that the “importance of public transportation” is key to the first section of the OPTP.
- A PAC member stated that the Governor’s Transportation Vision group recently produced their report, which emphasizes the importance of public transportation and not working in transportation “silos.”

Vision Workshop

Amanda described the vision of the plan explaining that the modal plans refine the vision of the Oregon Transportation Plan (OTP), and that the planning horizon year is 2045.

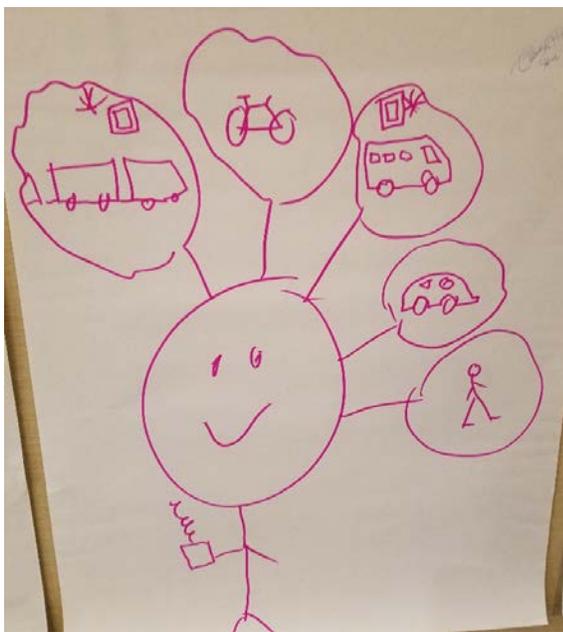
Commissioner Lohman then provided additional thoughts about vision-setting. Amanda noted that the draft vision statement will be brought to the next meeting, and a second draft vision at the fourth PAC meeting. She stated that the vision is a “living” statement and could be reviewed at later stages of the plan process as well.



Jeanne introduced the vision exercise. Members were divided into five groups. Each group was asked to create a blog post/vision (assuming it was the year 2045) and accompany it with a sketch. Some members had provided a blog post prior to the meeting; these were printed and shared with each group. Other members brought a blog post with them and shared them with their group to begin the discussion.

Each group’s vision statement and sketch is included below:

Figure 1. Group #1 Vision Statement Sketch

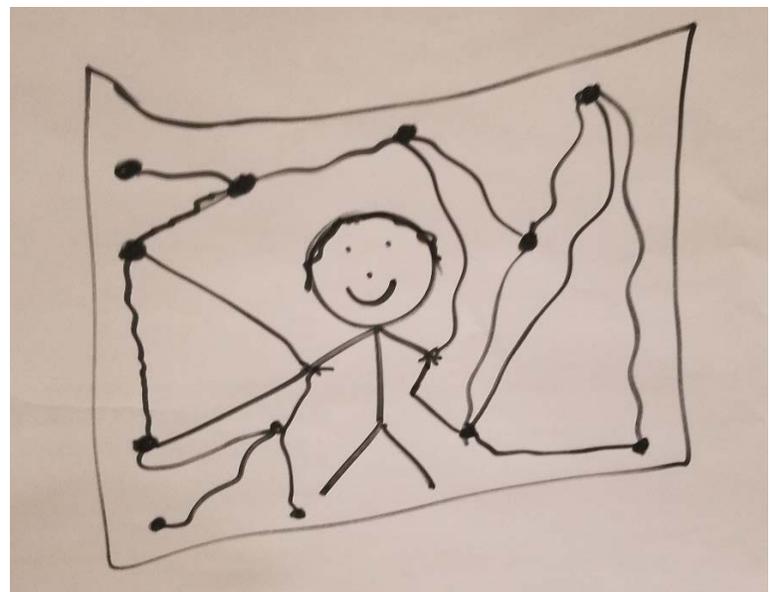


Group #1: Life is good when you have transportation choices, and all your choices are convenient! Whether you choose public transportation, driving, riding a bike, walking, or many other options, you don't need to worry about how you are going to get there.

Figure 2. Group #2 Vision Statement Sketch

Group #2: In 2045, all Oregonians and visitors have an array of robust public transportation choices to travel within and among communities throughout Oregon. This has helped meet our state’s environmental, public health, economic, and land use goals.

This transportation network has stable funding and is seamless, accessible, user-friendly, safe, reliable, and equitable. It integrates public and private sector services (e.g., Uber, transportation network companies) and programs (e.g. ride-share, car-share, and bike share).



Group #3:

- Connecting all corners of the state
- Public transit should be considered a public service and planned according (sewer, water)
- Transit available because it's being asked for by the public and businesses
- Demand is outpacing the ability for us to provide it
- When we build, they do come. Rolling it back is harmful to communities
- Plan resulted in levels of transit that is responsive to population levels
- Connectivity between communities of a certain size
- Justification for levels of service gets into all of the other components (environment, health, etc.)
- System that resulted from the plan reduced GHG emissions.

Figure 3. Group #3 Vision Statement Sketch

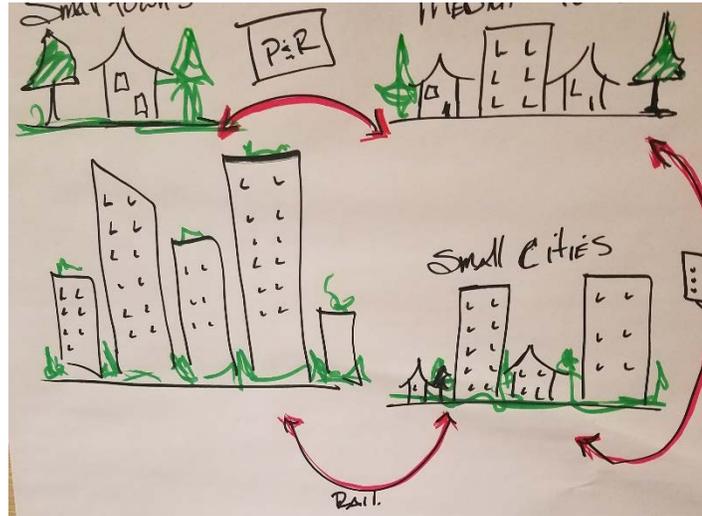
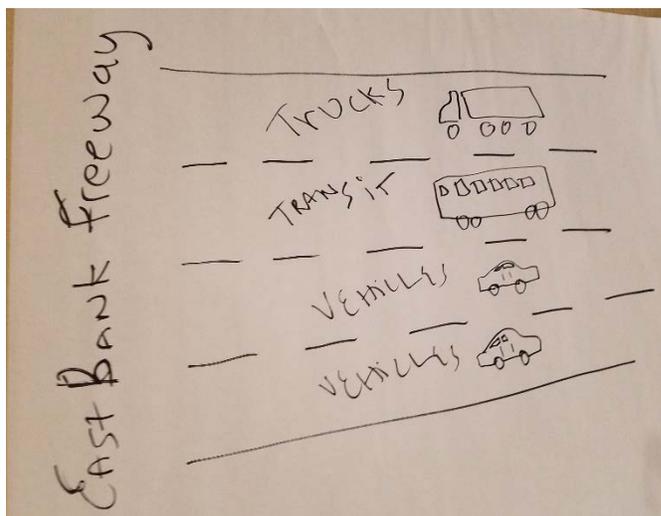


Figure 4. Group #4 Vision Statement Sketch



Group #4: More people are moving conveniently and cost effectively across all of Oregon in a safe manner that is supported by taxpayers.



Group #5:

Seamless/Cohesive/Efficient/Easy to Use:

- Transitions from one mode or service to another are invisible to the consumer
- Simple from the user’s perspective.
- The system does the work, not the user
- Don’t need to do too much pre-planning, because it’s so easy
- Coverage that allows any destination

Figure 5. Group #5 Vision Statement Sketch



Resulting in:

- Improved health – walk, bike, reduced stress, connected, active in community, reduced congestion, less fatalities
- Pollution - GHG reductions, investment in clean energy & technologies.
- Economy – Innovations will attract high profile and high profit industries through mobile, healthy workforce and quality of life

The committee then reconvened. After each group read their statements, Jeanne led a group conversation. PAC comments included:

- Transit should be more convenient than driving in certain situations
- Transit can be the first choice (in addition to biking and walking)
- There is a need to make public transportation convenient for all, but also need to avoid stating that we will take people’s cars away
- Public transportation should be considered a public service, like sewer or water – it’s a given
- Consider the dynamic of forcing versus enticing drivers out of their cars
- Driving shouldn’t be considered “bad” - public transportation should be considered a better choice in many situations, and there is a need to emphasize it as an important choice for people



- “Options” has been found to be a preferable word to “choice”
- Sometimes there are really choices that need to be made – lanes for cars, or lanes for buses?
- The promotion of transportation options is very important, which is not necessarily negative towards cars
- Commissioner Lohman asked for clarification on whether the vision is articulated from the provider standpoint, or the user standpoint
- A PAC member stated that demand is outpacing capacity and there is interest from leaders in bolstering public transportation in eastern Oregon. There is a need to connect the taxes to the values yielded (in terms of economic development)
- Staff suggested leaning toward vision outcomes, as opposed to the mechanisms that would achieve the outcomes
- A PAC member noted that due to transit being heavily subsidized, there is a need to ensure that the benefits of transit are messaged correctly
- A PAC member stated that that there is a need to help people understand how transit is funded, and that it is important to note that roadways are not completely funded through user fees either
- Commissioner Lohman stated he hopes that the plan aids in creating a better understanding that all transportation funding is interrelated
- As a follow up, a PAC member stated that they hope that people will understand that it’s their responsibility to fund the entire system, not individual modes
- A PAC member stated that there is a need to promote a seamless system that is convenient and affordable

OPTP Goal Areas

Staff introduced the goal areas, as consistent with other statewide planning documents, and reflecting input to date from stakeholders and the PAC. Goal areas included:

Mobility

Communication, Collaboration & Coordination

Community & Economic Vitality

Safety & Security

Strategic Investment

Land Use

Equity

Environmental Sustainability

Accessibility & Connectivity

Health



The group discussed the various goal areas and the meaning of terms such as “accessibility” and “mobility.” Jeanne asked the group to write down key considerations for the different goal areas, in light of the OPTP. Specific PAC comments organized by goal areas are included in **Attachment A**.

Jeanne led a group discussion of each goal area that resulted in the following PAC member comments.

- Health and Safety:
 - Seismic preparedness is important with transit, including the role of transit; etc. (safety & security)
 - Combine safety, security & health
 - Be careful when combining safety and security
 - People should feel safe and secure while using public transportation
 - Perceptions need to be changed - transit should be perceived as safe, clean, comfortable, and desirable
- Consistency and Coordination:
 - It is important to give transit enough priority on roadways so that peak and off-peak travel times are consistent
 - Jurisdictions should coordinate to ensure consistency
 - Policy makers should understand the connection between land use and public health
- Land use:
 - Bus stops should be easy to walk to
- Environment:
 - Providers should invest in technology and vehicles that use clean energy
 - EV charging infrastructure is important
 - Public transportation should use the most environmentally friendly fuel sources possible
 - Public transportation should promote reduction of GHG and clean energy
 - All public transportation vehicles should have zero emissions
 - Expand public transportation system to reduce the number of cars



- Equity:
 - Reliable and convenient public transportation should be available to all regardless of location, socioeconomic status, etc.
 - Transportation options should be available to all people regardless of ability level
- Mobility:
 - Coordinate networks with well-planned connections, frequent service, and convenient fare structure, resulting in broad networks of mobility
 - Convenience and accessibility are part of mobility
- Community Vitality and Education:
 - Goal: Over half of all trips are taken by transit in urban areas
 - Education to encourage disadvantaged citizens onto transit for their first trip
- Finances:
 - Financial stability of the system
 - Is there a state role to ensure that all jurisdictions are adequately funded, rather than the piecemeal system we have now

Commissioner Lohman added that the OPTP should support the highest and best use of the public transportation system. He also stated that public transportation is viewed as a state responsibility, and not just a local one. As a final comment, Commissioner Lohman stated that intercity service should not be forgotten.

Public Comment

Commissioner Lohman opened up the meeting to public comment. One member of the public noted the following:

- From the user's point of view, the service needs to be seamless
- Resiliency is important to recognize
- The basic pieces to keep a system functioning need to be in place

Wrap Up and Next Steps

A PAC member asked if there were any common themes that could be shared with other groups.

- Staff stated that a "one pager" could be developed, and that staff members are willing to talk with external or internal groups
- A staff member added that existing presentations can be used



The group then discussed other methods for communicating plan concepts. A staff member commented that ODOT will reach out to the region transit coordinators for assistance with such communication.

Staff noted that PAC outreach assistance is desired throughout the project, and that the group is looking for opportunities for other group presentations. Staff also stated that there is currently an opportunity to sign up for OPTP email updates through the project website, which also includes information on PAC activities and other project information.

Kirsten reviewed next steps, which include drafting vision and goals for review at the next meeting, revising the Case for Public Transportation, and drafting the Existing Conditions report.

Commissioner Lohman thanked the members for participating in the process and attending the meeting.

The meeting was adjourned. **The next meeting will be held on Tuesday, July 26, 2016.**

Items for Follow-up

Item	Responsibility
"One pager" handout on the OPTP for PAC use	ODOT
Draft Vision and Goals	ODOT/Consultant team



Attachment A

PAC input from PAC meetings #1 and #2, organized by goal area topic

Mobility

Meeting #1

- High speed rail from Eugene to Portland. Are we going to talk about this?
- Doubling of ridership for public transportation
- Gridlock in Wilsonville

Meeting #2

- Seamless mechanism for paying fares enhances public convenience of transportation
- Coordinated networks
 - Well planned connections
 - Frequent service
 - Convenient fare structure
 - Resulting in broad networks of mobility
- Transit has enough priority on streets that peak and off peak travel times are consistent

Communication, Collaboration & Coordination

Meeting #1

- Issue: Silos: lots of individual transit districts funded by taxpayers; need to discuss ways to improve efficiency across districts; i.e. combining, showing, scheduling
- Interconnected smart system
- Gap closing
- Jurisdiction coordination
- Foster partnerships by channeling transit funding to communities that are building transit oriented places
- Ensure transit is on equal field within the transportation plan; better understood and represented
- Transit viewed by business community and public as critical element of our transportation system

Meeting #2

- Change general perceptions –
 - Perceived safe, clean, comfortable, desirable
- Education to encourage and make people (elderly, minorities, etc.) feel comfortable making the mode change
- People's first ride



Community & Economic Vitality

Meeting #1

- Shared statewide aspirational vision and understanding of the importance of public transit in Oregon

Meeting #2

- Increased public transportation access with consistent service that supports economic vitality of rural regions in the State.
- Over half of all trips in urban areas are taken on transit

Safety & Security

Meeting #1 (no comments)

Meeting #2

- Consistent/coordinated safety's security measures across jurisdiction
- Seismic preparedness
- Recommend combining health & safety security
- People feel safe to use public transportation as a normal part of their commute

Strategic Investment

Meeting #1

- Funding stability for long term service planning
- Fulfilled state/local funding partnership for operations and state of good repair
- We can identify the ideal model for all modes of the transportation system.
- Reality is with the population
- Funding will drive the path for the ideal model
- Provide transparency for public transportation finance
- Issue: That there is full and adequate funding to meet the key considerations by the PAC members!
- Dependability of funding is as, if not more, important than the quantity of funding

Meeting #2

- True statewide system access to all, regardless of jurisdictional boundaries.
- State Leadership – Funding, appropriate LOS, and coordination
- Sufficient funding for public transportation reduces the overall funding needed for an effective transportation system
- Sustained funding for transit and intercity transport for people
- Agency resiliency, sufficient staff, etc.
- Public transportation is recognized as a statewide responsibility (not just local) – because it is an indispensable element of the transportation system



Land Use

Meeting #1

- F.A.R. studies of streetcar and light rail
- Trips “avoided” because of land use build-out

Meeting #2

- Land use policies that encourage co-location of mode access to facilitate easier transition between modes. Perhaps services or consumer centers could be located there as well
- Easy walk to bus stops

Equity

Meeting #1

- Transportation options for transportation disadvantaged persons throughout tri-county area
- To address future “projected” growth not only in urban Oregon but also rural Oregon for public transportation
- Service to entry or low skill job centers (Columbia Corridor)
 - Ladders of Opportunity
 - Housing Costs - displacement to outlying areas

Meeting #2

- Reliable and convenient transportation is available to all regardless of ability, location, and socioeconomic status
- Transportation options are available for all people regardless of ability level

Environmental Sustainability

Meeting #1 (no comments)

Meeting #2

- All vehicles have emissions
- EV charging stations
- Public transportation systems use the most environmentally friendly fuel sources – electric, natural gas, clean diesel, etc.
- Reduce greenhouse gas emissions
- Public transit investment is necessary for health & environment
- Reduction of GHG emissions from transportation sector through reduced single trips and through use of clean fuel
- Double GHG benefit
- Invest in vehicles and technology that use clean energy
- Transit lessens the demand for expanding the transportation system



Accessibility & Connectivity

Meeting #1

- Coordinated transportation system that allows a person to connect seamlessly from one system to another
- Demographic shifts and having planning capacity to accommodate it
- Increased access for all modes of public transportation
- Meet the needs of seniors
- Barriers to use:
 - Sidewalks
 - Bike routes
- That transit (public transportation) will be seamlessly integrated with other modes

Meeting #2

- To elevate transit statewide as a viable, vibrant transportation mode and make it competitive for funds that may become more limited
- Jurisdictional boundaries are invisible to the user perhaps even when public providers link with private providers
- More convenient system

Health

Meeting #1

- Broad understanding of the importance of public transportation for all Oregonians' health

Meeting #2

- Users understand the personal health benefits of walking, biking, transit
- Great bike and walk access to bus stops
- Policy makers understand connection between land use and public health

