

OREGON PUBLIC TRANSPORTATION ADVISORY COMMITTEE (PTAC)
March 7, 2016 Meeting Minutes

Member Attendees		
Julie Brown RVTD, Chair & Small Urban Provider rep.	Ted Leybold (via phone) Metro, TDM rep.	
Aaron Deas (via phone) Tri-Met, Tri-Met rep	Cosette Rees (via phone) Lane Transit Division, LTD rep.	
Jeff Hazen Sunset Empire Trans. District, Rural Provider. rep	Phil Warnock Oregon Cascades West Council of Governments, Vice Chair and NEMT rep.	
Henry Heimuller Columbia County Commission, AOC rep (West)	Julie Wilcke Ride Connection, Senior and Disability rep.	
Rob Inerfeld City of Eugene, League of Oregon Cities rep.	Tim Wilson Citizen-at-large rep.	
Allan Pollock SAMTD, Salem-Keizer Transit rep	Karen Friend COIC, Deputy Director, Small Urban Provider rep.	
Mary Jo Carpenter Community Connection of Baker County, OTA rep.	Kim Curley Commute Options, TOGO rep.	
Ernie Palmer Basin Transit, Rural Provider rep.	Peter Runnels Harney County, AOC rep. (East)	
Member Absent		
Jason Higham TAC Transportation, Private Transportation rep.	Donald Leap AORTA, Passenger Rail rep.	
ODOT Rail and Public Transit Division (RPTD) Staff Attendees		
Cassandra Mance Training Program Coordinator	Kristina Wagnier Operations Support Analyst	Dinah Van Der Hyde Policy Section Lead
Christine West Capital Program Coordinator	Stacy Snider Rail Operations Manager	Robin Bjurstrom Program Manager
Alison Wiley (via phone) ODOT RPTD, RTC, Region 3	June Carlson Program Manager	
Other ODOT Attendees		
Michael Rock ODOT's Interim Planning Programs Unit Manager		
Other Attendees		
Matt Drocher Cow Creek Band of Tribes		

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The meeting was called to order at 1:02 p.m.

Item A: Welcome, Roundtable, and Announcements - Chair Julie Brown

Chair Brown welcomed all to the meeting and briefly explained the meeting etiquette for in-person and telephone attendees.

Kim Curley shared that the Oregon Active Transportation Summit will be held in Portland on Monday, March 14th and Tuesday, March 15th, 2016. She encouraged everyone to attend. There will be many great breakout sessions and speakers.

Meeting Minutes Approval:

January 11, 2016 meeting minutes were accepted as presented.

Item B: Opportunity for Public Comment - Chair Julie Brown

No public comments were brought forth.

Item C: Robust Multimodal Local Plans – 2015 Priority Project Findings

Michael Rock is currently serving as ODOT's Interim Planning Unit Manager, that includes the Transportation and Growth Management Program (TGM). TGM is a joint program between ODOT and the Oregon Department of Land Conservation and Development (DLCD) that supports community efforts to expand transportation choices by linking land use and transportation planning. Prior to his current position, Michael served as Project Manager for updating and implementing several statewide plans including the Oregon Transportation Plan, State Rail Plan, and the new Oregon Transportation Options Plan.

Michael shared that he worked on the TO and Rail plans, and that he was invited by Hal to share information on different projects that turned out to be very related. TGM grants will help communities address transportation issues. Hal sponsored the Intermodal Integration Project; that is about ODOT's role in special projects for local plans. Transportation System Plans (TSPs) don't have much data, so they took a neutral look. The opportunity is at the level of intermodal and multi-modal transportation planning at the local level, and varies especially for rail, public transportation, transportation safety, bike, and pedestrian modes. The task was to analyze TSPs to identify potential opportunities and interest for coverage in rail and public transportation.

Change Framework was applied using methods to define need, build understanding, take action, and monitor and sustain results. This approach allowed us to talk about issues that are coming and the TSA guidelines. The charge that was given to us by ILT was to better understand information on what is and isn't working, what could or should be done differently, what are we trying to improve, what is already being done, and what can ODOT do to help address the issue.

There are about 25-30 public transportation elements out of the TSP guidelines. Some sample characteristics included 23 city and 6 county plans and the data shown was focused more on the city TSPs. Areas considered were rural and urban, geographic representation, population size, recently

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updated, and counties for comparison. Looking at the overall observations from the city TSP reviews, the sample was very mixed, it gave percentage of checklist items with each response; no and yes each had 32%, 22% for N/A and 14% for partial.

Using data gathered, there was a comparison of modes; roadway, rail, and public transportation. Bike and ped were covered more comprehensively, freight, rail, and transit had gaps, and aviation, waterways, and intermodal had a high N/A. System planning and operation challenges include disadvantage assessment. The general assessment fueled gaps and the site projects showed service improvements. An example given was that aviation is offered surface connections.

Findings and considerations for public transportation showed ownership of transit services are often not the same as the local jurisdiction conducting the TSP, and questions considered were "how can ODOT support planning with data, what relationships are needed to create an intermodal collaboration at the local level, and how can ODOT support this collaboration?" Without a robust determination of needs, public transportation may continue to be under-developed in local TSPs.

Overall data and findings include; modes are addressed individually, but often not from an interrelated, interconnected, interdependent, intermodal system perspective; ownership appears to be a key variable in how thoroughly a mode or connections/gaps are addressed; not all available information and data are incorporated in TSPs. Key opportunities include; inform the next update of the TSP guidelines; comprehensive engagement with players in other modes, internal and external to ODOT; identify where data is available and how it can be used; and market potential uses and expand beyond planning work.

In discussion it was mentioned that there are places that haven't updated their TSP since the 1990s. There is a need for enforcement and the process for follow-up. Development code applies and partnership could be more dynamic. A special project group will be working with all the data and working with advisory committees. There will be a technical report developed. He encouraged members to be active in their local jurisdiction and community to support these efforts.

Action: Talk to planning groups.

Action: Invite Carmen Fore from Governor's Office for future meeting.

Item D: Transportation Safety Action Plan (TSAP)

Nancy Murphy came to ODOT in May of 2003 as the Access Management Planner. Prior to this, she served 14 years as a County and City Planner, and a two year stint as a Region Planner for DLCD. In her current role, she has helped to complete and provide statewide training on the 2004 Division 51 update. When the Access Management Program Unit (AMPU) moved to Highway Division, she stayed at TDD as a land use and transportation planner with primary responsibility for the Development Review Committee and guidelines in response to changing law and rules. She also maintains the Oregon Highway Plan record to provide an organized and accessible way to track all of the amendments and facility plans that affect how the OHP is implemented. Her last major project was managing the Seismic Lifelines Identification project which has served as an invaluable foundation for expanding interest in and developing approaches for improving the state's seismic resilience. She is now the project manager for an update of the Transportation Safety Action Plan intended to more fully integrate the safety plan into

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the Oregon Transportation Plan while meeting the needs of transportation safety activities and programs statewide.

Nancy gave a presentation on the Transportation Safety Action Plan Update and how this project identified an opportunity to partner with the Transportation Safety Director and integrate the action plan with OTP. The work was very data driven and included the following:

- Existing plans
- Oregon Transportation Plan
- Trends, political
- Electronic devices (don't have usage data)
- Bike, not focus (trend)
- Laws and rules (how you make choices)

The plan consists of goals for safety culture, infrastructure, healthy livable communities, technology, collaboration and communication, and strategic investment. The goal is also to reduce fatalities, reach out and help communities work and learn to use tools to develop safe and healthy communities. Outreach highlights include infrastructure, risky behaviors, vulnerable users, systems, and statewide priorities and key messages. Risky behaviors are hard to count; an online survey was conducted and we had about 500 participants statewide. Vulnerable users are a growing concern; training on emergency management system and ensuring users are experienced in drug testing. With the data collected you can see extremes and those are the key issues for transportation safety; distracted driving, speed cross area, and training (recertification) for all modes.

Intersections are most vulnerable; we need to prioritize and find multiple benefits. Portland and Eugene are testing bike and pedestrian to get ideas and background information for opportunities to spread the umbrella. Preliminary actions include transportation safety planning and adding older adults, increase awareness, and impaired driving issues. In addition, policy needs to be developed for land and mixed use; need to promote mode share and how this already has a complicated background narrative.

Next steps and public comment are due in 45 days; mid-June and ends early August. An appointed committee will include ODOT staff, OHA and OSP representation and state highway plan members. Roll out will be in September with a five-year renewal in about 3 ½ years. If you would like more information, please visit the project website at <http://www.oregon.gov/ODOT/TD/TP/Pages/tsap.aspx>.

Break at 2:55 p.m.

Item E: Transportation Funding Package Discussion Update

E1: Legislative Update – Dinah Van Der Hyde

Dinah shared that the bill for the State Employees Bus Pass Program made it through session. It will pay \$650,000 for State employees to use park and ride shuttles.

HB 4036 is about elimination of coal from electricity supply, vehicle charging stations, and a solar program just for solar and solar resources for development of more projects.

E2: OTC Update

No updates at this time.

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E3: OTA Update – Allan Pollock from SAMTD

Allan provided a brief update for transit related projects and transit bills that included:

- HB 4078 Transit Expansion Fund - the Salem Chamber of Commerce's proposal to create a State financed fund to support transit. This bill died in committee after receiving an initial public hearing in the House of Transportation Committee.
- SB 1521 Employee Payroll Tax - this concept was introduced by Senator Peter Courtney and it authorizes mass transit districts boards, chiefly Tri-Met and Lane Transit District, to assess a payroll tax paid by employees in instances where they had an employer based tax in place. This bill died in the Senate Business and Transportation Committee after an initial public hearing.
- HB 4048 JTA – This bill reallocated unanticipated savings from projects related to the Jobs and Transportation Act to Highway Trust Fund supported projects throughout the State. The assembly approved the measure and it is now with the Governor's office.
- SB 1527 Transit e-Fare - Tri-Met sponsored and OTA supported this bill. It is currently awaiting the Governor's signature. The bill addressed two issues with current law. First, it stipulated that unused balances in an e-Fare account remit back to the transit agency so it can utilize the unused revenue rather than the dollars flowing back to the State under Oregon Unclaimed Property Act. Second, it allows transit agencies to archive old, unused e-Fare accounts.
- SB 1510 - Tri-Met introduced this bill to allow funds to be used on non-transit capital projects if the funds are given as part of a voter-approved bond measure or given to Tri-Met through a reimbursement agreement with local partners. The bill made it much of the way through the legislative process, but ultimately died as part of a late agreement after some House Republicans erroneously raised concerns that the bill would allow Tri-Met to build the Columbia River Crossing.
- HB 4130 Public Records – this bill related to public records transparency legislation and was introduced by Secretary of State Candidate Rep. Val Hoyle. The bill died in Ways and Means. OTA raised concerns regarding the measure with other public sector stakeholders including cities, counties and special districts.

E4: Oregon Transportation Forum Work – Aaron Deas from Tri-Met

Aaron shared that the sub-committees had scheduled their upcoming meeting dates for discussion of fund issues. They are working on updating the website that should be up, ready and available within two weeks. Aaron will share summary and work from these meetings with PTAC.

E5: Governor's Vision Work – Feedback from members who attended Vision meetings

Julie asked any members who attended the Vision Forums around the state to provide their feedback. Ernie shared that the Klamath/Lake County was held at the Community College and it went very well. Discussion included 1.95 million to revive the gas tax, reconnect four-lane - maybe an interstate, and concern about a possible Cascadia event and state disaster preparedness. He felt that some of the focus is on Portland and the hang-ups/bottlenecks due to freight shipments. There is no new money and they are looking at ways to increase revenue and ways to save money.

Allan attended the Salem meeting on March 8th. He felt it was transit friendly and crowded. Everyone had the chance to speak with a good turnout for Vision Panel members. In addition, it was two months after

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the ballot issue so this gave the opportunity for potential ideas mixed/collected from officials and residents.

Phil shared that his experience was similar to Allen's. They prioritized categories, extremely flexible and consistent, and a very multimodal crowd of staff and officials.

Rob attended the Eugene Forum and found a mixed group of individuals. One mission emphasized passenger rail, but not much on urban transit

Action: Email Cassie LTD's brief on urban transit / intercity transit

Coquille Forum will be held on March 10th and Metro Forum on March 11th.

A lengthy discussion followed that included key points:

- Concern that larger urban providers are not being represented.
- Congestion issues and bottleneck in Rogue Valley.
- Tri-Met, Lane Transit District, and Salem Area Mass Transit District gave more emphasis on match for 5311 to fund transit, but may need to be strengthened.
- Building around a bigger package and need to talk with legislators, some have been around for a while, so it may be hit or miss.
- We have the opportunity to educate about transit systems and how important it is for communities.

Item F: RPTD Program Update

F1: STF Discretionary Grant Review Process – Dinah Van Der Hyde

RPTD is in the process of gathering applications that are due by Friday, March 11, 2016. The review teams consist of an RTC Panel and an External Stakeholder Panel. They will be reviewing applications for recommendations and present to PTAC at the next meeting. If PTAC accepts the recommendations and there are no issues, it will then go to the OTC for final approval.

Left over 5311 funds may be available for projects that did not get funded. These would be reviewed and approved by the PTAC Committee.

The Transit Network Implementation Program is currently working on applications process as well the Capital Investment Program. PTAC will receive updates at the next meeting

F2: Public Transit Providers Needs Assessment Survey – Dinah Van Der Hyde

A survey is being conducted on rural transportation capital asset needs for a 5 year period. We need assessment because we do not have an inventory on what providers need. There is currently no good data for capital development, vehicle purchase, and facilities. The survey is not intended to be detail oriented, we just want to capture enough to help plan for the next five years. We ask providers not to spend a whole lot of time on the questions, just provide a rough estimate.

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F3: Program Key Performance Measures – Christine West

RPTD proposed key performance measures will be reported to the Legislature and per the FTA requirements. Fleet needs to be kept in good repair with 60% with the age standard. Data is not currently available to compare Oregon with other states. There is a three year influx of funding and without OTC funding we could decline. This will be proposed at the next session.

Action: Henry to work with Christine and Dinah on suggested language to include on materials that will be presented to the OTC.

Action: Phil to send graph box criteria to Dinah and Christine.

F4: Passenger Rail Update – Stacy Snider

Information on train performance was shared; trains are 93% on-time with the exception of the northbound coming from Las Angeles with performance, averaging 88%.

A new pet policy was recently incorporated in 2016 allowing a small dog or a cat in a carrier with limitations of five pets per train and all pets are within one car. One challenge is that if the carrier doesn't fit, the carrier must use a seat and the max amount of time a pet can be on a train is seven and a half hours.

I also recently attended a meeting on How to Take Public Transportation. It was a regional strategic meeting with Benton County, City of Corvallis, and the City of Albany about connectivity. There is a need for better communication between the train and bus providers. Tracy shared information on website marketing and provided a handout called "Take the bus to the train".

Action item: RPTD will check with DMV to see if the banner/flyer can be displayed in DMV offices.

F5: Transportation Options Plan Implementation Update – June Carlson

This is the first Transportation Options plan to be adopted. It's now in the implementation phase and we are trying to figure out how to roll it out. Performance measures will tell us what kind of success stories, advancement for expanded use funding, and data for state and local government. The data collection shows different needs for rural and urban and we have a target to try to balance the information with easy access and more details.

Example of questions: How many impressions and touches before they change behavior? What does it take for commute car versus transit? How many times before they consider it? How do we measure different programs across the State?

We plan to:

- look at the State structure
- management of funds
- policy support funding
- discussions with ODOT management, providers, and interest groups
- clarify that role isn't to advocate or persuade
- community outreach training first part of June
- technology
- transportation options
- contract management and who leads the efforts to disseminate

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We will provide more information about the details at the May PTAC meeting

F6: RST Pilot Project Update – Robin Bjurstrom

There are 45 people participating in the pilot project taking place in Central Oregon. Hood River and Wasco have wrapped up their pilot. There are three major tasks: A one hour LEP training sessions to eliminate barriers, the LEP coordinator will promote and provide outreach, and rural system improvements need next steps to rotate different counties and hosts (OSU, DHS, TO staff, and CCO). A presentation is on website to inform our providers and the public of process status. The report will be presented to the OTC in July, 2016.

F7: Vision Implementation Update – Robin Bjurstrom

The RFP for the Vision workshop closes on April 4, 2016. Staff and committee members will review the proposals and submit their findings. We should have another update at the next meeting.

Miscellaneous Updates:

DMV will be providing an Alternative Transportation Options presentation in April, 2016 at the Redmond location for those whose licenses have been suspended or revoked.

This information is currently available at 16 DMV offices and soon to be in all DMV offices throughout Oregon. We have received good input and participation from the providers and we thank them for their help with this project.

Robin shared that she officially retired as of December 31, 2015, but is currently a temporary employee working on special projects that include leading the Regional Solutions Team, PTAC Vision Work, DMV, and the TO Implementation Plan in July. Robin also hopes to participate at the conference in Pendleton in 2017.

Marsha Hoskins has accepted the Operations Manager position and will be back from vacation on March 14, 2016.

Item G: Final Reminders and Adjournments

PTAC's next meeting is on May 9th in Salem.

There is a national conference on community transit being held in Portland the end of May, 2016 (CTAA Community Transportation Association of America Expo). There has been interest from providers to attend the national conference but the cost can range from \$300 up to \$1,400. Taking this into consideration and looking at our scholarship training fund, it was determined that there would not be enough funds available. A possible alternative would be to not have the annual conference in 2016. The Seaside Convention Center agreed to hold our deposit for the 2018 conference and vendors were fine with the changes. The CTAA offers training in the Northwest every 20 years or so.

Several PTAC members mentioned they have attended the conference before and it is a very good conference with great speakers, and vital information that may only be available at the conference. Cassie

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shared they would be looking for drivers for the Bus Rodeo. Julie asked members to email Mary Jo, Julie or Kelly Ross with their concerns or questions.

Meeting adjourned at 4:45 p.m.