



**SUBCOMMITTEE
MEETING #4 MINUTES**

**September 10th, 2015
2:00 pm – 4:00 pm**

**ODOT Headquarters, Room
240**

355 Capitol St. NE,
Salem OR 97301

**Governor’s Transportation Vision Panel
Bike, Ped, Transit, and Passenger Rail Subcommittee**

MEETING MINUTES, September 10th

Subcommittee Chair:

David Hauser

Subcommittee Members:

Rep. Caddy McKeown

Dennis Mulvihill

Jerry Norquist

Bruce Warner

John Mohlis

Panel Co-Chairs:

Gregg Kantor (*by phone*)

Tammy Baney

Panel Sponsor:

Karmen Fore

Resources and Support:

Sam Haffner

Hal Gard

Kelly Kita

Jerri Bohard (*by phone*)

Aaron Deas

Edward McGlone

Chris Hagerbaumer

Todd Juhasz

Ellen Miller

Randy Tucker

Craig Honeyman

Mark Lear (*by phone*)

Topic 1: Introductions and Discussion of Agenda/Meeting objectives

Meeting objectives:

- Updated panel charge
- Quick work done before break
- Quick review of 2015 draft legislation

Topic 2: Panel Update and Refinement of Work Plan

Gregg and Sam provided an overview of the Panel’s charge:

- The Vision Panel is still charged with developing a 30-year transportation vision for the state of Oregon. Alongside this 30 year vision is the need to look at the immediate and strategic priorities for the state around transportation
- In the last steering committee meeting, a suggestion was made to develop a series of recommendations actionable over the next 4 years that can begin to advance this 30-year vision. While the Panel should identify actions to be taken over the next 4 years to advance the needs of transportation, the objective of the panel remains centered on this 30-year vision
- The Governor has charged the Panel with putting additional emphasis on addressing the major transportation challenges of *seismic resiliency* and *transportation congestion*.

Comments and discussion:

- There is an opportunity in this subcommittee to identify how bike/ped, transit, and passenger rail can address growing congestion as well as the statewide goals of carbon emissions reductions
- It is important that we develop the vision first and then figure out how to pay for it. There is opportunity for this group to think about need without being limited by the politics of funding options.

Topic 3: Review of Phase 1 subcommittee work

Key themes from Phase 1:

- Discussion around colors of money: constitutional restrictions on how transportation dollars can be applied to bike, ped, transit, and passenger rail. If we are visioning out 30 years, how can we address these?
- How to coordinate the assets of transportation providers to offer greater efficiency
- Gaps in transportation system; geographic and modal
- Capital versus operational funding for transit; there is federal revenue for capital projects but limited revenue for operations
- Growing responsibility for states to fund transportation needs with federal divestment
- Opportunities and challenges of innovation
- Varied needs across state, urban-rural

Topic 4: Subcommittee Charge, Scope, and Timeline

Discussion of subcommittee charge:

How should the state make multimodal investments - including bike, pedestrian, transit and passenger rail - to meet the needs of all Oregonians? And how can investment in these modes curb growing congestion issues while preserving the existing system and enhancing public safety?

Comments and discussion:

- The next step for the subcommittee should be to begin to think about these modes as an integrated system
- What is the maximum amount of impact that these modal solutions can offer relative to the challenge? Thinking through this can offer the Panel an understanding of how it can set priorities. Challenge is how you measure this in urban versus rural. In a rural area you move fewer people per dollar but heavy demand for senior transit, etc.
- The group should think critically about how we can get the greatest return on investment funding these modes. A clear frontrunner is investing in modal connections and the last mile connections to transit, rail, etc. which are relatively inexpensive compared to adding additional service or infrastructure.
- It will be useful for this group to review the Transportation Options Plan and the DRAFT Bike Ped Plan, which both discuss the value of last mile connections and modal integration

Timeline:

- Regional Forums are tentatively planned for January and February but can be adjusted to avoid the legislative session
- The Final report should be delivered to the Governor in the Spring of 2016
- The "Concepts for Recommended Actions" is a useful document that can help us put to paper draft recommendations during this second phase

Topics for Future Meetings:

- Next meeting can begin to think holistically about integrating the modes discussed
- Amanda Pietz can offer an overview of what ODOT TDD has learned from stakeholder outreach in their transportation options plan. This can also help us integrate across modes covered to date.
-

Topic 5: Presentation on Transit Components in 2015 Legislation

Edward McGlone (LTD) Presentation: [Click Here](#)

Aaron Deas (TriMet) Presentation: [Click Here](#)

Questions, Discussion:

- How was the proposed level of employee payroll tax determined? A: it was a balance between the burden to the taxpayer and the determination of need for transit agencies.
- Was the proposed level measured based on agency need or on impact to the overall system in terms of congestion relief, emissions, etc.? It appears that this is something the Panel can tease out rather than looking at just what the politics will bear. The value of this panel can be to communicate what an investment such as \$80 million can offer in terms of outcomes.
 - *(note from presentation: proposed legislation would have provided Lane Transit District with an addition \$14M per biennium; yielding a 45% increase in service on core routes, and equivalent of removing 1,400 cars from the roads)*
- A major challenge to the proposed employee payroll tax is the tax's regressive structure. Legislators looked at several revenue options. The Panel has the opportunity to look at additional, less regressive options, free from these political constraints
- Is there any way to graph avoidance of increased roadway congestion? The transit agencies can provide those numbers, and it would be useful to be able to visualize this impact. It's important to note the marginal impact on congestion. A 6% increase in traffic can bring roadways from no congestion to gridlock. Transit can have a major impact with just a minor mode shift.
- How do reductions in pollution create capacity for economic growth (eg. Industrial investments). Does TriMet have numbers

on air quality improvements from transit investment? Carbon reductions? How close are we to meeting a federal cap on allowable air quality, and what can transit do to avoid this cap?

- How do we build interest in traditionally uninterested stakeholders?

TriMet's Service Enhancement Plan: [Click Here](#)

Topic 6: Wrap up and next steps

Future Stakeholders to include:

- Perspectives from tribal transit providers

Future meetings:

- Further exploration of what \$80 million buys us in terms of congestion relief, air quality, etc.
- Need to explore how a transit investment can benefit smaller transit districts and providers
- Related to transit investments, begin to identify: 1) A bold vision, 2) A vision for what is realistic, and 3) what we can be done in the near term to work toward this vision. Can agency staff provide an outline for these three transit investment scenarios and the outcomes that can be achieved?

Next meeting:

- A 20-min presentation from Amanda on the transportation options plan; what has been learned from stakeholder outreach, and what recommendations can the panel make that take a holistic approach integrating across modes
- Discuss an outline that can be a framework for this group's vision and recommendations around transit; 1) an ambitious vision 2) a tempered vision of what we can expect to achieve, 3) steps and recommendations that can be taken in the next 4 years to reach this vision

Action items:

Item:	Person(s) responsible:	Deadline:
Share copies of Transportation Options and DRAFT Bike Ped Plans	Sam	Before 10/1 meeting
Resend "concepts for recommended actions" documents to full Panel	Sam	Before 10/1 meeting
Share additional resources/graphs on transit's impact of avoiding congestion increase	Edward/Aaron	
Bruce Warner suggested developing an outline for a vision and what is realistically achievable	Hal Gard	10/1 meeting