



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
May 1, 2009
Metro Regional Center, Council Chambers

MEMBERS PRESENT

Mara Gross
Sorin Garber
Elissa Gertler
Nancy Kraushaar
Alan Lehto
Dave Nordberg
Louis A. Ornelas
Ron Papsdorf
John Reinhold
Paul Smith
Satvinder Sandhu

AFFILIATION

Citizen
Citizen
Clackamas County
City of Oregon City, Representing Cities of Clackamas Co.
TriMet
Department of Environmental Quality
Citizen
City of Gresham
Citizen
City of Portland
FHWA

MEMBERS ABSENT

Brent Curtis
John Hoefs
Susie Lahsene
Keith Liden
Dean Lookingbill
Mike McKillip
Karen Schilling
April Siebenaler
Rian Windsheimer
Sharon Zimmerman

AFFILIATION

Washington County
C-TRAN
Port of Portland
Citizen
SW Washington RTC
City of Tualatin, Representing Cities of Washington Co.
Multnomah County
Citizen
Oregon Department of Transportation
Washington Department of Transportation

ALTERNATES PRESENT

Andy Back
Lynda David
Scott King
Jane McFarland
Margaret Middleton

AFFILIATION

Washington County
SW Washington RTC
Port of Portland
Multnomah County
Cities of Washington County

STAFF

Stephan Lashbrook, Tom Kloster, Ted Leybold, Kim Ellis, Deena Platman, Lake McTighe,
Kayla Mullis, Josh Naramore, Kelsey Newell.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Mr. Stephan Lashbrook declared a quorum and called the meeting to order at 9:38 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Committee members introduced themselves.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were none.

4. FUTURE AGENDA ITEMS

Mr. Lashbrook briefly overviewed the future agenda items.

5. CONSENT AGENDA

Approval of TPAC Minutes from March 27, 2009

MOTION: Mr. Louis Ornelas moved, Mr. Dave Nordberg seconded, to approve the TPAC minutes from March 27, 2009.

ACTION TAKEN: With all in favor, the motion passed.

6. ACTION & INFORMATION/ DISCUSSION ITEMS

6.1 Federal Certification Review Response

Mr. Tom Kloster of Metro briefed the committee on Metro's response to the Federal Certification Review. Now that the federal quadrennial review is complete, Metro is required to follow up on any issues brought forth in the final report. The areas where Metro was identified as needing improvement were:

- Public Outreach (including updates to the Title 6 Plan)
- Safety and Security Planning
- Climate Change

Metro staff has created a response letter that maps out how they will address these issues over the next 18 months.

Mr. Satvinder Sandhu of the FHWA reminded the committee that follow-up issues resulting from the federal quadrennial review are not a reflection of problems but of ways to improve a process that Metro is already successful in.

The committee discussed additional costs and/or workload associated with meeting higher standards than the rest of the United States and the need for federal aid in public planning.

6.2 American Recovery and Reinvestment Act Back-Up Strategy

Mr. Ted Leybold and Mr. Anthony Butzek of Metro briefed the committee on the American Recovery and Reinvestment Act (ARRA) back-up strategy. Back-up and fail-safe projects lists have been adopted and are moving forward to be amended in the Metropolitan Transportation Improvement Program (MTIP) and the State Transportation Improvement Program (STIP). Back-up projects can be new federal projects while fail-safe projects must be existing projects that have been pre-approved to absorb additional funds. This effort will ensure that if funds become available, back-up projects are ready to move straight into the MTIP, prior to a resolution being approved.

The committee discussed job creation from ARRA funds, including which formula should be used to calculate job creation in the reporting process, and the administrative process for prioritizing the project list.

Mr. Paul Smith of the City of Portland requested the following changes to the city's back-up project list:

- The 122nd Avenue ITS project should be classified as back-up or fail-safe eligible instead of only back up eligible.
- The South Auditorium Lighting project should be titled “So Auditorium Lighting ~~Phase I~~ Phase II.”
- The “Eastside Streetcar Loop Parking Meters” project should be removed from the project list and replaced with “Broadway Bridge Repainting” project.

Ms. Nancy Kraushaar requested that the Oregon City “Downtown Sidewalk Replacement Segments” project description be changed from “Main Street and 40th 9th Street...”

MOTION: Mr. Andy Back moved, Mr. John Reinhold seconded, to recommend the American Recovery and Reinvestment Act back-up strategy to JPACT with the above edits.

ACTION TAKEN: With all in favor, the motion passed.

6.3 Resolution No. 09-4053, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Eliminate American Recovery and Reinvestment Act (ARRA) Funding for Three Projects and Add ARRA Funding for Two Projects in Washington County

Mr. Leybold briefed the committee on Resolution No. 09-4035, which would eliminate ARRA funding for three Washington County projects and add ARRA funding for two new Washington County projects. The projects being removed have either found alternative funding through ODOT ARRA funds or have demonstrated need for environmental process that will require more time than the ARRA fund deadline.

MOTION: Mr. Andy Back moved, Ms. Jane McFarland seconded, to recommend Resolution No. 09-4053 to JPACT.

ACTION TAKEN: With all in favor, the motion passed.

6.4 Regional Transportation Plan (RTP) Needs: Mobility Corridor

Ms. Deena Platman of Metro briefed the committee on the Regional Transportation Plan (RTP) with specific focus on the mobility corridors needs assessment. The mobility corridors track of the RTP looks at how different transportation facilities and modes work together to improve mobility in a subarea of the region. The mobility corridors concept and framework is the foundation for the region's Congestion Management Process (CMP). The CMP is an 8-step framework for addressing congestion and must be complete for the RTP to be finalized.

The Atlas of Mobility Corridors report is now available and provides a snapshot of current transportation and land use conditions for each subarea. Preliminary needs and policy issues have been identified through agency interviews and mobility corridor workshops.

The committee then discussed:

- Using RTP data to analyze economic impacts including travel time models and costs of delays;
- Identifying topography as a factor in mobility
- The end result of this process, including avoiding unwanted changes
- Lack of specifically articulated goals leading to corridors demonstrating contradictory needs in terms of policy decisions
- Methods for adding capacity with little investment
- Urban travel on rural routes as an Urban Growth Boundary edge issue
- Influencing mobility corridors through decisions around land use
- Addressing the possibility of regular transit service solutions, not just High Capacity Transit (HCT) solutions
- Identifying the impact of off-peak travel cuts on on-peak travel

Ms. Kim Ellis of Metro briefed the committee on moving from "Needs" to "Priorities" in the RTP. This transition involves creating investment strategies based on the information gathered through the RTP process. The RTP investment strategy framework has a mobility track and a community building track to address the different needs investments will serve.

The next steps for needs assessments will involve documenting mobility corridor needs, local aspirations findings and policy refinements to finalize a regional plan for High Capacity Transit (HCT), Freight and Transportation System Management Operations (TSMO). Andy Cotugno and Andy Shaw of Metro are working to identify funding options and will bring their preliminary findings to the JPACT retreat scheduled on May 22nd.

The committee then discussed:

- How the RTP is addressing greenhouse gas reduction
- Illustrating the RTP process and results, with the Tigard Case Study as an example of community level outreach
- Coming up with solutions to needs and problems within the constrained schedule
- Topics for discussing RTP issues with MPAC and JPACT counterparts
- Forming the RTP around what we want to be instead of what we can get with a certain amount of funding

In response to the discussion, Mr. Ted Leybold of Metro told the committee that evaluations of MTIP and Regional Flexible Fund (RFF) processes will be future TPAC agenda items.

6.5 Resolution No. 09-4052, For the Purpose of Adopting the Regional High Capacity Transit System Plan Screened Corridor Map and Evaluation Criteria

Mr. Tony Mendoza and Mr. Ross Roberts of Metro briefed the committee on Resolution No. 09-4052 which would adopt the Regional High Capacity Transit (HCT) System Plan tiers and priorities, policy amendments to the Regional Transportation Plan and the system expansion policy framework. In order to plan for HCT in the region, Metro staff is proposing adoption of a system expansion policy which will provide a clear and measurable advancement process for regional priority HCT projects. The Bay Area Rapid Transit (BART) is an example of a region where a system expansion policy is currently being used.

For the Portland metropolitan region, a tiers system has been created for the corridor prioritization and advancement process. After a technical analysis and public outreach process, a 25 point evaluation criteria has been created in order to classify corridors into one of four tiers. The HCT system plan will also set a framework for a system expansion policy that guides investment. The four priority tiers are:

1. Near term regional priority corridors
2. Next phase regional priority corridors
3. Developing regional priority corridors
4. Regional Vision corridors

The committee then discussed:

- Opportunities for heavy rail in the HCT
- The status of the system expansion policy in the Bay Area
- Opportunity for reclassifying corridors for other modes of transit besides HCT
- Making sure existing system can be maintained with HCT additions
- Improving the vision statements for tier categories
- Revisiting the scoring of corridors before the resolution is adopted
- Making the language less definitive so the resolution is more likely to be adopted
- Utilizing comments to TriMet in helping determine public opinion
- Making explicit in the resolution how the financially constrained plan will be involved.

7. ADJOURN

Mr. Lashbrook adjourned the meeting at 12:07 p.m.

Respectfully submitted,



Kayla Mullis
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR MAY 1st 2009

The following have been included as part of the official public record:

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
--	Agenda	5/1/2009	Revised Agenda for May 1, 2009 TPAC meeting	050109t-01
5.0	Minutes	3/27/09	Revised Meeting Minutes for March 27, 2009 TPAC meeting	050109t-02
6.3	Resolution	N/A	Draft Resolution No 09-4053	050109t-03
6.4	Power Point	5/1/09	RTP Mobility Needs Assessment: A Foundation for Defining Choices	050109t-04
6.4	Report	April 09'	<i>Atlas of Mobility Corridors</i> : A foundation for building an integrated mobility strategy in the Portland	050109t-05
6.4	Resolution	N/A	Draft Resolution No. 09-4052	050109t-06
6.5	Handout	5/1/09	HCT System Expansion Policy Definitions: Draft	050109t-07
6.5	Memo	5/1/09	To: TPAC From: Tony Mendoza, Transit Project Analysis Manager Re: High Capacity Transit System Plan Proposed Tiered Ranking and Draft System Expansion Policy	050109t-08
6.5	Report	April 09'	HCT System: Detailed Evaluation, 3 rd Draft	050109t-09
6.5	Power Point	5/1/09	Regional HCT System Plan	050109t-10