

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
May 29, 2009
Metro Regional Center, Council Chambers

MEMBERS PRESENT

Mara Gross
Nancy Kraushaar
Alan Lehto
Keith Liden
Mike McKillip
Dave Nordberg
John Reinhold
Rian Windsheimer
Sharon Zimmerman

AFFILIATION

Citizen
City of Oregon City, Representing Cities of Clackamas Co.
TriMet
Citizen
City of Tualatin, Representing Cities of Washington Co.
Department of Environmental Quality
Citizen
Oregon Department of Transportation
Washington Department of Transportation

MEMBERS ABSENT

Brent Curtis
Sorin Garber
Elissa Gertler
John Hoefs
Susie Lahsene
Dean Lookingbill
Louis A. Ornelas
Ron Papsdorf
Satvinder Sandhu
Karen Schilling
April Siebenaler
Paul Smith

AFFILIATION

Washington County
Citizen
Clackamas County
C-TRAN
Port of Portland
SW Washington RTC
Citizen
City of Gresham
FHWA
Multnomah County
Citizen
City of Portland

ALTERNATES PRESENT

Andy Back
Lynda David
Courtney Duke
Katherine Kelly
Jane McFarland
Ron Weinman

AFFILIATION

Washington County
SW Washington RTC
City of Portland
Cities of Multnomah County, City of Gresham
Multnomah County
Clackamas County

STAFF

Stephan Lashbrook, Tom Kloster, Andy Cotugno, Rian Amiton, Tom Kloster, Tony Mendoza, Kim Ellis David Barnett, Lake McTighe, John Mermin, Ross Roberts, Kelsey Newell, Kayla Mullis.

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 and audience members introduced themselves.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were none.

4. FUTURE AGENDA ITEMS

Committee members recommended the following items be included on future agendas:

- A proposed Department of Land Conservation and Development climate change program at a future meeting.
- TriMet Transportation Improvement Program (TIP) update, in July.
- The Preferred Alternative for the Sunrise Corridor, in August or September.
- Details from ODOT about electric vehicle rollout and implications

5. CONSENT AGENDA

Approval of TPAC Minutes from May 1, 2009

MOTION: Mr. Alan Lehto moved, and Mr. Rian Windsheimer seconded, to approve the TPAC minutes for May 1, 2009.

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

6. ACTION ITEMS

6.1 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 of Metro briefed the committee on Resolution No. 09-4052 which will adopt the High Capacity Transit (HCT) system plan including the System Expansion Policy (SEP) definition, the tier ranking system, and the corridors currently classified in each tier as recommended by the HCT subcommittee. Mr. Mendoza discussed the following topics regarding the HCT plan:

- Corridor prioritization and advancement process
 - System Expansion Policy

- Policy Tiers: Near Term, Next Phase, Developing and Regional Vision
- Evaluation criteria as the base for tier advancement targets
- Definitions of corridors including a 1 mile buffer on the system map for each study corridor
- The HCT subcommittee suggested the following changes to the resolution:
 - Move line 34 to from the Near Term to Next Phase tier
 - Move line 9 from Developing to Next Phase tier and study in conjunction with line 8
 - Remove line 43, from Portland Central City to St.Johns neighborhood, and line 54, from St. Johns neighborhood to Troutdale in the general vicinity of Columbia Blvd.
 - Add line 55 to the Next Phase tier
 - Add the following clarifying language: “Corridors are not ranked within the tiers. Corridors are shown in numeric order by the corridor identification number.”
 - Indicate that the location of the alignment is to be decided through a corridor refinement plan and/or alternatives analysis.

The committee suggested the following amendments to Resolution No. 09-4052:

- The language in the description of the “Near Term” tier should be updated to read, “Corridors most viable ~~for implementation in~~ for the start of the implementation process the next four years...”
- Footnote 1 on exhibit A to Resolution No. 09-4052 should be attached to all of the tier rankings, instead of just Near Term
- Mr. Mike McKillip of Washington County requested on behalf of the Washington County coordinating committee that corridors 17 and 17D be combined into one corridor study area.
- Ms. Katherine Kelly of the City of Gresham requested that corridors 13 and 13D be indentified separately on the HCT corridor map. Currently they are both shown as 13D.
- Leave corridor 34 in the “Near Term” tier and clarify in the project description that it will be improvements to the WES line, rather than conversion to light rail, and will be implemented in phases.

MOTION: Mr. John Reinhold moved, and Ms. Nancy Kraushaar seconded, to recommend Resolution No. 09-4052 to JPACT with the recommended changes.

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

6.2 Regional Transportation Plan- Recommended Approach and Timeline to Refine Investment Priorities

Ms. Kim Ellis of Metro briefed the committee on the approach and process for developing the Regional Transportation Plan (RTP), which includes having the local coordinating committees take a lead role in developing the RTP project lists. JPACT has given approval on the approach

and timeline but has also requested further discussion around what constitutes the regional system and development of the performance targets that will guide investments. Ms. Ellis requested input from TPAC on how to respond to JPACT's desire for more explicit direction for refining investment priorities.

The committee discussed the following points:

- Priorities may ultimately depend on funding
- Need to better define regional significance, specifically in regards to regional collectors
 - Importance of considering increased costs if roads or bridges are reclassified
- Addressing climate change goals, which will ultimately be explicitly addressed in the RTP follow up
- Creating an investment roadmap as a helpful tool to aid jurisdictions in guiding their investments
- Need to focus on how certain populations are underserved by the system
- Addressing congestion through land use planning, system management, strategically adding capacity and improving local street connectivity
- Making a plan that is more approachable for the public
- Criteria for regionally significant bridges may be too broad- every paved bridge “serves emergency vehicles.”

The committee made the following recommendations for defining performance goals:

- Develop targets in alignment with the RTP and evaluate a draft RTP investment strategy against these targets
- Identify criteria for ensuring equity in the system
- Address the issue of “regional significance” in regards to collectors as stated in the following motions:

MOTION: Mr. Andy Back moved, and Mr. Mike McKillip seconded, to remove the “collectors of regional significance” designation from the RTP, except for those facilities that are otherwise identified in Attachment 1 of the RTP memo.

ACTION TAKEN: With nine in favor, one opposed (Reinhold) and two abstained (Kraushaar and Nordberg), the motion passed.

MOTION: Mr. John Reinhold moved, and Mr. Andy Back, seconded to expand the definition of the regional system to more specifically define regional bridges based on the function they serve.

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

Mr. Andy Cotugno of Metro briefed the committee on transit and road related RTP funding mechanisms and levels.

Road related funding for maintenance is primarily focused on the city and county level. Street utility fees have been identified as a mechanism to close the gap between planned achievements and current funding. Through past experience it has been determined that state funding alone is no longer viable for funding road related Operations, Maintenance and Preservation (OM&P) costs. Permanent local actions, (like local and regional utility fees) will be responsible for closing the road-related OM&P funding gap. Modernization will depend on the potential revenue capacity, which will likely include a local level vehicle registration fee (VRF) increase every eight years to complement the state VRF which also increases every eight years. Regional minimum expectations on System Development Charges (SDC) will also provide additional revenue capacity. Tolls will also be used on specific projects for major capacity expansions.

The committee discussed accounting for other revenue sources (i.e. donations) and studded-tire taxes and fees.

Mr. Cotugno then addressed transit related RTP funding. Unlike road-related transportation, operation is the central component in transit funding. Funding on the level of a 2/10th increase in the payroll tax is proposed with 60% of the funding going to High Capacity Transit (HCT) and 40% going to frequent bus service. The payroll tax is used as a funding equivalent and other sources may fund the second 1/10th increase beyond the 1/10th increase authorized by the state legislator. In addition capital funding for TriMet will be more aggressively pursued.

The committee discussed the following topics:

- In regards to the 60%-40% split between HCT's light rail and frequent bus, putting money into HCT will result in replacement of frequent bus service, freeing up existing funding available for new frequent bus lines
- Adding a note that HCT capital match percentages are based on historical context
- Need for further discussion around freeway capacity and tolling
- Clarification that "throughway system" as used in the JPACT Retreat Table Summaries refers to major throughway expansion.

7.1 Blue Ribbon Trails and Active Transportation

Due to inadequate time, the Blue Ribbon Trails and Active Transportation informational presentation will be given at the TPAC/MTAC RTP work group on June 15th and at a future TPAC meeting, pending availability of meeting and staff time.

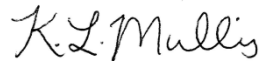
7.2 Regional Transportation Plan Bike Policy Refinements

Due to inadequate time, the Regional Transportation Plan Bike Policy Refinements informational presentation will be given at the TPAC/MTAC RTP work group on June 15th and at a future TPAC meeting, pending availability of meeting and staff time.

8. ADJOURN

Mr. Lashbrook adjourned the meeting at 12:06 p.m.

Respectfully submitted,



Kayla Mullis
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR MAY 29th 2009

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.1	Resolution	N/A	Updated Resolution No 09-4052 with Exhibits A-C	052909t-01
6.1	Letter	5/26/09	To: TPAC/MTAC From: City of Hillsboro Re: HCT Capacity Transit System- City of Hillsboro	052909t-02
6.2	Memo	5/29/09	To: TPAC and Interested Parties From: Kim Ellis, RTP Project Manager Re: RTP System Definition	052909t-03
6.2	Power Point	N/A	RTP Recommended Approach to Refine Investment Priorities	052909t-04
6.2	Chart	N/A	Recommended Direction on Revenue Sources & Assumptions for State RTP	052909t-05
6.2	Summary	N/A	Draft May 22, 2009 JPACT Retreat Table Discussion Summaries	052909t-06
7.1	Publication	May 09'	Call for Active Transportation Demo Projects	052909t-07
7.1	Publication	Spring 09'	The Case for Active Transportation	052909t-08
--	Newsletter	Spring 09'	OTREC Newsletter, Volume 3 Issue 2	052909t-09