



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
June 26, 2009
Metro Regional Center, Council Chambers

MEMBERS PRESENT

Sorin Garber
Elissa Gertler
Alan Lehto
Keith Liden
Mike McKillip
Dave Nordberg
April Siebenaler
Paul Smith
Sharon Zimmerman

AFFILIATION

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

MEMBERS ABSENT

Brent Curtis
Mara Gross
John Hoefs
Nancy Kraushaar
Susie Lahsene
Dean Lookingbill
Louis A. Ornelas
Ron Papsdorf
John Reinhold
Satvinder Sandhu
Karen Schilling
Rian Windsheimer

AFFILIATION

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

ALTERNATES PRESENT

Scott King
Lidwien Rahman
Clark Berry

AFFILIATION

Port of Portland
ODOT
Washington County

STAFF: John Mermin, Caleb Winter, Amy Rose, Ted Leybold, Robin McArthur, Deena Platman, Pam Peck, Pat Emmerson, Dan Kaempff, Kayla Mullis, Andy Cotugno.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Stephan Lashbrook declared a quorum and called the meeting to order at 9:35 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Committee members and audience members introduced themselves.

Chair Lashbrook brought attention to the Regional Transportation Plan (RTP) “Call for Projects” flyer included in the TPAC packet and asked the committee to please review the information.

The committee discussed how American Recovery and Reinvestment Act (ARRA) funds should be accounted for in city revenue projections.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were none.

4. FUTURE AGENDA ITEMS

Chair Lashbrook requested that future agenda items include a target date for coming to the committee.

Mr. Keith Liden requested that the Blue Ribbon Trails and Active Transportation and the Regional Transportation Plan Bike Policy Refinements presentations that were not given at the May 29, 2009 meeting due to inadequate time be included as future agenda items.

5. CONSENT AGENDA

Approval of TPAC Minutes from May 29, 2009

MOTION: Mr. David Nordberg moved, and Mr. Sorin Garber seconded, to approve the minutes from May 29, 2009.

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

6. ACTION ITEMS

6.1 Transportation System Management and Operations Action Plan

Ms. Deena Platman of Metro and Mr. Peter Koonce of Kittelson & Associates briefed the committee on the Transportation System Management Operations (TSMO) action plan. The Staff provided an overview of proposed strategies, including integrating TSMO and the RTP, and solicited committee input on the best method for presenting the TSMO action plan to JPACT.

The TSMO plan actively manages the transportation system by prioritizing investments in the following four functional areas: Multimodal traffic management, traveler information, traffic incident management and transportation demand management.

The committee then discussed the following topics:

- Traveler information on arterials could cause a shift to neighborhood traffic;
- Pilot study to evaluate technical details and potential unwanted effects;
- Driver reading reaction time in relation to traffic incident management;
- Expanding service to local facilities;
- Variable speed limits; and
- Traditional traffic control devices relation to increase in violations.

The TSMO action plan's goals and guiding principles highlight the need to understand more about the existing system in order to improve efficiency. TSMO strategies focus on addressing sources of congestion through marketing, traveler information and other tools. The Metro Council is scheduled to take action on the Plan in October 2009. The TSMO plan's vision, goals, and actions will be integrated into the 2035 Regional Transportation Plan (RTP).

The committee then discussed the following topics:

- The TSMO refinement plan;
- Finalizing the cost of implementation in both the introductory memorandum and staff report;
- The Portland metropolitan region as facilitator for the regional operating system;
- Acknowledgement that simply having too many cars on the road also causes congestion;
- Concern that the emphasis is still on the driver experience;
- Resources to fund TSMO strategies;
- Prioritization of TSMO projects;
- Reoccurring vs. non-reoccurring congestion; and
- Suggestion to include the RTP project number in the Summary of Regional Action Strategies.

7. INFORMATION/ DISCUSSION ITEMS

7.1 Review of Recommendations Linked to Local Aspirations

Ms. Chris Deffebach of Metro briefed the committee on the linkage between Local Aspirations and Making the Greatest Place. Since fall 2008, local jurisdictions have been summarizing their community aspirations and goals. Metro intends to utilize these aspirations when deciding regional investment choices. As jurisdictions are identifying project priorities for the RTP, Metro would like each community to identify transportation projects that are specifically targeted to achieve their aspirations. The *Investing in Great Places Matrix* illustrates the linkage between existing infrastructure and proposed aspirations while showing the level of local and regional commitment that is available to help achieve those aspirations.

The committee then discussed the following topics:

- Conditions necessary for Metro to make investments;
- Importance of linking transportation investment with local aspirations;
- Funding localized improvements; and
- Need to include a temporal aspect identifying when specific investments will be made.

7.2 2010-2013 Metropolitan Transportation Improvement Program (MTIP) Policy and Process Retrospective Report

Mr. Ted Leybold and Ms. Amy Rose of Metro briefed the committee on the Metropolitan Transportation Improvement Program (MTIP) policy and process retrospective report. After allocating funds through the MTIP, Metro staff and other stakeholders reviewed and evaluated the process in order to identify improvements to future MTIP cycles. The feedback was generally positive with some suggestions for refinement.

The recommended changes fall into the following categories:

- Linking RTP goals with Regional Flexible Fund (RFF) policy development;
- Focusing on an outcomes-based approach;
- Utilizing the two-step process for allocating regional and local funds;
- Streamlining technical measures;
- Improving narrowing factors;
- Attempting to work more collaboratively between Metro and jurisdictions;
- Clarifying process for allocating transit agency and ODOT administered funds; and
- Better integrating congestion management practices and federal transportation planning factors.

The committee then discussed the following topics:

- Confirmation that this MTIP Retrospective report does not include comments made *during* the actual MTIP allocation process;
- Positives and negatives of the two-year MTIP cycle;
- Time constraint involved with participating in the MTIP;
- Suggestion to give minimum allocations per county to encourage participation;
- Appreciation of the two-phase process;
- Shrinking funding sources;
- Improving the TPAC voting process for recommending a MTIP project list to JPACT;
- Feeling that the allocation process was unfairly skewed towards alternate modes, with industrial projects specifically excluded;
- Clarifying the MTIP process from the beginning in future cycles; and
- Identifying funding sources for different modes.

7.3 Tolling in Oregon

Mr. Dave Williams of ODOT briefed the committee on the seven ODOT commissioned tolling and pricing white papers. In reaction to the new authority in the legislator, ODOT commissioned seven white papers to bring the agency up-to-date on the different aspects of tolling. The papers are intended to address the different goals and types of tolling while establishing basic policy standards for implementation.

The seven papers addressed the following topics related to tolling:

- Whether greenhouse gas emission reduction is a primary reason to go forward with tolling;
- Geographic and situational limits, for example if tolling can be applied to rural areas;
- Traffic demand model efficiency;
- Putting an economic value on improved reliability;
- Economic effects of congestion pricing;
- Comparing tolling to alternative solutions on a project to project basis; and
- Freight only tolling.

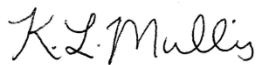
The committee discussed the following topics:

- Industrial sector reaction to pricing management;
- Tolling as a contributing factor in reducing greenhouse gas emissions;
- How the tolling white papers complement the pilot tolling projects in Portland; and,
- Constitutional restrictions on the use of revenue from tolling

8. ADJOURN

Chair Lashbrook adjourned the meeting at 11:58 a.m.

Respectfully submitted,



Kayla Mullis
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JUNE 26, 2009

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
6.1	Power Point	6/26/09	Power Point: The TSMO refinement plan identifies TSMO investments to enhance conventional capacity projects for the region.	062609t-01
6.1	Chart	6/26/09	Summary of Regional Action Strategies by Agency	062609t-02
6.2	Matrix	N/A	Investing in Great Places Matrix- Draft	062609t-03
6.3	Handout	N/A	MTIP Retrospective	062609t-04
--	Publication	Summer 09'	<i>Green Scene</i> - Summer 09' Issue	062609t-05
--	Handout	June 09'	Call for Projects – Refining regional transportation priorities	062609t-06