



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
February 25, 2011
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Elissa Gertler
Scott King
Nancy Kraushaar
Alan Lehto
Mike McKillip
Dave Nordberg
Charlie Stephens
Jenny Weinstein
Tracy Ann Whalen
Rian Windsheimer
Sharon Zimmerman

AFFILIATION

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

MEMBERS EXCUSED

Chris Beanes
Brent Curtis
Mara Gross
John Hoefs
Katherine Kelly
Dean Lookingbill
Paul Smith
Satvinder Sandhu
Karen Schilling

AFFILIATION

Citizen
Washington County
Citizen
C-TRAN
City of Gresham, Representing Cities of Multnomah Co.
SW Washington RTC
City of Portland
FHWA
Multnomah County

ALTERNATES PRESENT

Andy Back
Lynda David
Courtney Duke
John Gessner
Jane McFarlane

AFFILIATION

Washington County
SW Washington RT
City of Portland
City of Gresham, Representing Cities of Multnomah Co.
Multnomah County

STAFF: Dan Kaempff, Tom Kloster, Ted Leybold, Robin McArthur, Lake McTighe, Chris Myers, Josh Naramore, Kelsey Newell, Deb Redman, Dylan Rivera, Matthew Rohsbach, Amy Rose.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Robin McArthur called the meeting to order and declared a quorum at 9:34 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair McArthur reminded committee members:

- March 29th brown bag lunch session Patrick Condon will discuss his book Seven Rules for Sustainability.
- April 1st Climate Leadership Summit meeting between MPAC and JPACT committee leaders, other elected officials, and business and community members working toward identifying strategies to reduce the region's greenhouse gas emissions and create great communities.

Mr. Josh Naramore of Metro briefed the committee on the Unified Planning Work Program (UPWP). The UPWP includes descriptions of all federally funded transportation planning activities to be undertaken by Metro, local governments and transportation agencies in the metropolitan region during the next fiscal year. Committee discussed the importance of the UPWP including encouragement from committee members to reconvene the project group. TPAC is scheduled to discuss and make a recommendation to JPACT at the March 25 meeting.

Mr. Rian Windsheimer of ODOT announced that ODOT is hosting a road safety audit training course March 10-11.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There was none.

4. CONSENT AGENDA

MOTION: Ms. Tracy Ann Whalen moved, Mr. Alan Lehto seconded, to approve the TPAC minutes from January 28, 2011.

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

5. INFORMATION / DISCUSSION ITEMS:

5.1 Active Transportation Demonstration Project's Criteria and Evaluation

Ms. Lake McTighe of Metro presented to the committee about active transportation and evaluation of demonstration projects still in draft stage. These are a set of demonstration projects meant to help identify regional level projects. Further discussion included the vision and strategy for making non-motorized travel an option, a regional ethic of connecting to nature, preparing for potential federal funding at the regional level, capturing the congressional imagination with iconic and deliverable projects, environmental justice and equity, technical feasibility, and cost.

Committee discussion focused on how to prioritize projects, the level of weight for each draft project, and ensuring that scoring is consistent for each project. Committee members discussed the possibility of expanding the environmental justice piece and the market readiness of projects.

5.2 Creating a Climate Smart Communities Strategy Using Scenarios

Ms. Kim Ellis of Metro updated the committee on the Climate Smart Communities Scenarios Project and asked for input from the committee on the range of land use and transportation strategies identified to date, an approach for testing the strategies this summer, and the principles that should be used to guide the analysis.

Committee discussion included adding consequences (intended and unintended) to the principles, including impacts to public health and equity in the analysis, using plausibility as a guiding principle, and evaluating new public transit approaches including bus rapid transit, more frequent bus service to more places and paratransit in the scenarios. Other comments included consideration of how parking management and other resources generated by some strategies could be used to help fund expanded transit or streetscape investments in downtowns and main streets. The committee agreed that the analysis needs to consider benefits, costs and tradeoffs for individuals, businesses and local governments. There are many choices – the first phase should clearly pose the consequences of different choices (intended and unintended). The strategies that are needed to reduce carbon emissions can help save local governments and the private sector money, grow local businesses and create jobs and build livable communities. The multiple benefits should be emphasized and be central to the evaluation and communication of the results.

5.3 Setting Greenhouse Gas Emissions Reduction Targets for Light Vehicle Travel in the Portland Region.

Mr. Rob Zako of the Oregon Department of Land Conservation and Development briefed the committee on the timeline for establishing metropolitan-level greenhouse gas (GHG) emission reduction targets for light vehicle travel in the Portland region and other Oregon metropolitan areas such as Salem/Keizer, Medford, Bend, Eugene/Springfield, and Corvallis. The briefing focused on the state process for setting reduction targets, which are scheduled to be adopted by the Land Conservation and Development Commission by June 1. In order for the state to make these goals further analysis is needed in the areas of industry, agriculture, residential, and transportation. Improvements in car design, fuel efficiency, and cleaner fuels will help counter act the predicted population growth but will not completely make up the difference. Changes to land use and transportation will also be needed to meet the state targets.

5.4 Update the Regional Travel Survey and Model

Due to a lack of time this update is scheduled for the March 25 TPAC meeting.

6. ADJOURN

Chair McArthur adjourned the meeting at 12:04 p.m.

Respectfully submitted,



Chris Myers
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JANUARY 28, 2011

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
5.1	PowerPoint	1/28/11	Opt In Online Participation Tool	012811t-01
	Handout	n/a	Resolution No.11-4231	012811t-02
	Handout	n/a	Resolution No.11-4232	012811t-03
5.3	Handout	n/a	2014-15 Regional Flexible Funding Allocation Document	012811t-04
5.4	Handout	n/a	Active Transportation Trails	012811t-05
5.5	Handout	n/a	Draft Oregon Freight Plan Executive Summary	012811t-06
5.5	Handout	12/15/10	Draft Oregon Freight Plan	012811t-07
5.5	PowerPoint	01/28/11	Oregon Freight Plan	012811t-08
5.5	Memo	01/28/11	Proposed Comments On The Draft Oregon Freight Plan	012811t-09
	Handout	n/a	Climate Leadership Initiative	012811t-10
	Handout	01/27/11	Portland And The Willamette Valley Prepare To Face Climate Change	012811t-11

