



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE  
May 27, 2011  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Elissa Gertler  
Mara Gross  
Heidi Guenin  
Katherine Kelly  
Scott King  
Nancy Kraushaar  
Alan Lehto  
Mike McKillip  
Dave Nordberg  
Satvinder Sandhu  
Paul Smith  
Charlie Stephens  
Tracy Ann Whalen  
Rian Windsheimer  
Sharon Zimmerman

AFFILIATION

Clackamas County  
Citizen  
Citizen  
City of Gresham, Representing Cities of Multnomah Co.  
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  
FHWA  
City of Portland  
Citizen  
Citizen  
Oregon Department of Transportation  
Washington State Department of Transportation

MEMBERS EXCUSED

Chris Beanes  
Brent Curtis  
John Hoefs  
Dean Lookingbill  
Karen Schilling  
Jenny Weinstein

AFFILIATION

Citizen  
Washington County  
C-TRAN  
SW Washington RTC  
Multnomah County  
Citizen

ALTERNATES PRESENT

Andy Back  
Lynda David  
Jane McFarland

AFFILIATION

Washington County  
SW Washington RT  
Multnomah County

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

**1. CALL TO ORDER AND DECLARATION OF A QUORUM**

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

**2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS**

- Chair Kloster Introduced Heidi Guenin as the new citizen member of TPAC, filling the space left by Marta Carrillo.
- Mr. Ryan Windsheimer of the Oregon Department of Transportation (ODOT) distributed construction maps for 2011 Northwest Oregon ODOT projects.
- Mr. Windsheimer also extended an invitation to any committee members that would like to ask questions about the Columbia River Crossing prior to the June 9, 2011 JPACT meeting.
- Committee members discussed rescheduling the July 1 TPAC meeting to June 24 due to holiday weekend.
- Ms. Sharon Zimmerman of the Washington State Department of Transportation (WSDOT) announced that WSDOT has put out a project for an overlay paver on I-5 starting soon.

**3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS**

There was none.

**4. CONSENT AGENDA**

- Consideration of the TPAC Minutes for April 29, 2011
- Resolution No. 11-4266, For the Purpose of Amending the 2010-13 Metropolitan Transportation Improvement Program (MTIP) to Add the Going Street Bike/Ped: N Vancouver Ave – N Channel Ave Project

MOTION: Ms. Tracy Ann Whalen moved, Mr. Alan Lehto seconded, to approve the Consent Agenda for May 27, 2011.

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

**5. ACTION ITEMS**

**5.1 Resolution No. 11-4265, For the Purpose of Adopting the Regional High Capacity Transit System Expansion Policy Implementation Guidance – RECOMMENDATION TO JPACT REQUESTED**

Mr. Josh Naramore of Metro, briefed the committee about Resolution No. 11-4265, the adoption of the guidebook which more clearly articulates the decision making process.

This resolution adopts the High Capacity Transit System Expansion Policy (SEP) implementation guidance in Exhibit A and is the first post-adoption 2035 Regional

Transportation Plan (RTP) implementation activity to be completed. It builds upon the SEP policy framework that was adopted as part of the 2035 RTP by:

1. Clearly articulating the decision-making process by which future HCT corridors will be advanced for regional investment.
2. Establishing minimum requirements for HCT corridor working groups to inform local jurisdictions as they work to advance their priorities for future HCT.
3. Defining quantitative and qualitative performance measures to guide local land use and transportation planning and investment decisions.
4. Outlining the process for updating the 2035 RTP, including potential future RTP amendments, for future HCT investment decisions.

The purpose of the guidebook is to have a tool that will help inform developers, elected officials, and agencies in the decision making process. This will be available to local agencies however, it does take significant GIS skills to utilize. Future changes can be made to the guidebook however those changes must be discussed in the committee through the formal process.

Committee members expressed the desire to be kept up to date as the roll out is decided upon. Committee member questions focused on whether this tool will change project rankings, whether the tool has been used on an already identified project or corridor, and whether this resolution will be brought back to TPAC at a later date. Concerns were expressed regarding the funding availability for future projects and the potential for wasted effort.

TPAC members requested adding in a footnote for Corridor #34, Beaverton to Wilsonville, that reflects what was adopted in the HCT System Plan and 2035 RTP. Similarly, TPAC requested that Emerging Corridors on page 5, Table 1 parenthetically reference Next Phase and Developing corridors as defined in the HCT System Plan. Another recommend change was correcting five to four sections on page 7, first paragraph under section 1.3. Additionally, TPAC members had a discussion regarding the inclusion of all of the local jurisdictions in a Corridor Working Group. TPAC recommended that requirement number 1 of Corridor Working Group formation on page 9 being changed to require all local jurisdictions within a corridor to be invited to participate. TPAC also recommended adding language to the IGA or MOU in requirement B) to clarify that the agreement is between local jurisdictions.

**MOTION:**

Ms. Whalen moved, Ms. Katherine Kelly seconded, to recommend to JPACT adoption of Resolution No. 11-4265 with adjustments to guidebook as discussed.

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

## **5.2 Climate Smart Communities Scenarios Evaluation**

Ms. Kim Ellis of Metro briefed the committee about the evaluation framework which will provide a set of instructions to staff that will guide the development and evaluation of scenarios and other research to be conducted in summer 2011. The framework reflects input received from Metro's policy and technical advisory committee and the Metro Council.

This is a proposal for additional refinements to the Draft Phase 1 Scenarios Evaluation Framework (dated May 17, 2011) for TPAC consideration. The refinements respond to comments provided by the scenarios technical work group and the Metro Policy Advisory Committee (MPAC); MPAC discussed the draft framework on May 25, 2011.

Committee members expressed interest in being able to understand the elements of the scenarios evaluation that are directly related to state greenhouse gas reduction goals and what is related to the 2040 regional plan. Utilizing the scenarios evaluation to help report out to the state the strategies that work and those that don't work is an important part of this process.

Committee members further expressed concerns that the assumptions coming from the state and Metro regarding vehicle technology are too aggressive and therefore need to increase vehicle miles traveled (VMT) reductions and the need to address the ratio of vehicle weight to payload.

Further concerns were expressed regarding the assumptions around transit service and how increases in transit service would be funded, how to account for equity, lack of access to new technologies for low-income households and the potential for disproportionate impacts from fees for gas powered vehicles. The following edits were agreed to by the committee:

- Page 1, expand the background section to more clearly describe the broader mission and goals of this effort with a recognition that this effort should not focus solely on reducing greenhouse gas emissions (GHGs), or land use and transportation planning – it must do that and support the other 5 outcomes the region is collectively striving to achieve within the context of investing in communities to achieve outcomes of importance to residents: a healthy economy, clean air and water, and access to good jobs, affordable housing, transportation options, and nature, trails and recreation.
- Page 1, add language to describe this effort as important work for the region to choose the best path for us collectively and an opportunity to show how we can reduce GHGs and make the case for the economic, equity and other environmental benefits and potential public/private cost savings that will come from creating better, more energy efficient places to live and work – which is what many of these strategies will do.
- Pages 2-3, more explicitly include development of a finance strategy in the effort because many of the strategies will be implemented locally, and to the extent possible, demonstrate potential cost savings to the public and private sectors and potential costs of inaction.
- Revise page 4, public health and equity bullet to call for assessing the impacts to transportation disadvantaged communities in the region that do not have well-connected street systems, transit, sidewalks, and bicycle facilities (not just transit dependent communities) and lower income households that may not have access to lower carbon vehicle options.
- Simplify Table 2, on page 5 as shown in May 27 memo to TPAC (Supplemental Memo on Phase 1 Scenario Approach and Framework).

MOTION: Mr. Alan Lehto moved, Mr. Paul Smith seconded, to recommend to JPACT the Climate Smart Communities Scenarios Evaluation with the discussed edits.

ACTION TAKEN: With all in favor the motion passed.

## **6. INFORMATION/DISCUSSION ITEMS**

### **6.1 DEQ Low Carbon Fuel Standards – INFORMATION/DISCUSSION**

Ms. Cory Ann Wind of the Department of Environmental Quality (DEQ), briefed the committee on the three general strategies to reducing greenhouse gas emissions from light vehicle use specified in House Bill 2186 in order to increase awareness about House Bill 2186 and how it complements other greenhouse gas reduction strategies being developed in Oregon.

The state legislature required DEQ to do an economic analysis of the impacts based on the low carbon fuel standards. Assumptions were changed for eight different scenarios with an analysis extending to 2022 using electricity as the primary fuel for light duty vehicles and bio-diesel for heavy duty trucks. In 2013 Oregon will need further investment in infrastructure capacity in order to meet these goals.

### **6.2 Update on the 2012-15 Statewide Transportation Improvement Program (STIP) public comment period.**

Mr. Jeff Flowers of the Oregon Department of Transportation (ODOT) briefed the committee about the 2012-15 State Transportation Improvement Program public comment period in order to increase the committee's knowledge of the public comment process and tools. ODOT is rolling out a new link on their website (<http://www.oregon.gov/ODOT/HWY/REGION1/STIP>) that provides specific information about chosen ODOT project sites. The website will go live June 1, the beginning of the public comment period. The website will allow citizens to specifically speak to or comment on specific projects.

## **7. ADJOURN**

Chair Kloster adjourned the meeting at 12:06 p.m.

Respectfully submitted,



Chris Myers  
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR APRIL 29, 2011

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

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
<b>6.1</b>	PowerPoint	N/A	Climate Smart Communities Scenarios Evaluation	042911t-01