



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

September 23, 2011

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Chris Beanes
Mara Gross
Heidi Guenin
Katherine Kelly
Tom Kloster, Chair
Alan Lehto
Mike McKillip
Satvinder Sandhu
Karen Schilling
Charlie Stephens
Rian Windsheimer
Tracy Ann Whalen
Sharon Zimmerman

AFFILIATION

Citizen
Citizen
Citizen
City of Gresham, Representing Cities of Multnomah Co.
Metro
TriMet
City of Tualatin, Representing Cities of Washington Co.
FHWA
Multnomah County
Citizen
Oregon Department of Transportation
Citizen
Washington State Department of Transportation

MEMBERS EXCUSED

Karen Buehrig
Brent Curtis
John Hoefs
Scott King
Nancy Kraushaar
Dean Lookingbill
Dave Nordberg
Paul Smith
Jenny Weinstein

AFFILIATION

Clackamas County
Washington County
C-TRAN
Port of Portland
City of Oregon City, Representing Cities of Clackamas Co.
Southwest Washington Regional Transportation Committee
Oregon Department of Environmental Quality
City of Portland
Citizen

ALTERNATES PRESENT

Andy Back
Courtney Duke
Kathryn Williams

AFFILIATION

Washington County
City of Portland
Port of Portland

STAFF: Aaron Brown, Kim Ellis, Crista Gardner, Elissa Gertler, Ted Leybold, Lake McTighe, Tony Mendoza, John Mermin, Joshua Naramore, Amy Rose, Randy Tucker

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Tom Kloster called the meeting to order and declared a quorum at 9:36 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Tom Kloster introduced Kim Ellis of Metro, who updated the committee on the Climate Smart Communities project. The Climate Smart Communities Work Group will be meeting September 29, October 11 and October 18; Ms. Ellis will discuss the Work Group's findings at the November and December TPAC meetings.

Mr. Ted Leybold of Metro noted that the Regional Flexible Fund allocations have been submitted, and that public comment on these options was open until October 13; more information is available online at www.oregonmetro.gov. He also notified the committee that the state regional flexible fund grant opportunity is taking applications through October 20. Mr. Rian Windsheimer of ODOT noted that Ms. Kelly Brooks of ODOT is the contact person for questions regarding the application process.

Chair Kloster announced the opening of three citizen representative positions on TPAC; applications for the positions are due October 21.

Chair Kloster also recognized Mr. Mike McKillip of the City of Tualatin, who is retiring and will no longer serve as the Washington County cities representative on the committee. His tenure was recognized with comments from committee members Ms. Nancy Kraushaar, Mr. Andy Back and Metro staff Mr. Leybold. Current TPAC alternate Ms. Margaret Middleton will be taking his place as a representative, and Ms. Judith Gray of the City of Tigard and Mr. Don Odermott of the City of Hillsboro will become the new TPAC alternates.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There was none.

4. CONSIDERATION OF THE TPAC MINUTES FOR AUGUST 26, 2011

MOTION: Ms. Tracy Ann Whalen moved, Mr. Alan Lehto seconded, to approve the TPAC minutes for August 26, 2011.

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

5.0 TriMet's Pedestrian Network Analysis

Mr. Lehto gave a presentation summarizing TriMet's recently published Pedestrian Network Analysis Report. Stressing that every passenger on TriMet is ultimately a pedestrian before or after a trip, Mr. Lehto's presentation highlighted the report's examination of ten case studies on specific transit destinations around the region. The report conveys the importance of making

transit stops both accessible and walkable, and how investment in sidewalks and other pedestrian infrastructure is important not only for safety of transit users but for long term community and economic development.

Discussion from the committee included:

- Applicability of this research to other modes of transportation and to other transportation departments and agencies. Lake McTighe of Metro commented that this project is helping inform Metro's Transportation and Growth Management (TGM) funded project to develop a regional active transportation plan, and Crista Gardner of Metro noted how the project has informed work on the Southwest Corridor's forthcoming Existing Conditions report. Mr. Windsheimer noted that Mr. Lehto has given this presentation to officials at the Oregon Department of Transportation (ODOT) as well.
- The importance of locating specific areas where pedestrian infrastructure would be most successful. TPAC members noted the importance of directing scarce resources to specific focus areas where both the need and potential benefit of mitigation are highest.
- The importance of bicycle and pedestrian infrastructure in other locations around the region, including locations that are not served by either high frequency or even any transit service.

Mr. Lehto stated that data from the report is available at www.trimet.org/walk and he directed further questions or comments to Jessica Engelmann, TriMet project director, at engelmaj@trimet.org. Slides from Mr. Lehto's PowerPoint presentation are available in the meeting packet.

6.0 New ODOT Tolling Policies

Chair Kloster introduced Mr. Robert Maestre of ODOT who discussed the amendments to the Oregon Highway Plan (OHP) regarding tolling. Mr. Maestre explained that these amendments to the OHP are intended to provide a blueprint that would allow ODOT and other state agencies to consider tolling mechanisms in concert with construction or improvement of new or existing highway facilities. This groundwork will encourage ODOT to consider tolling interoperability with neighboring states, engage in meaningful public forums about the distribution of the benefits and burdens of potential tolling activities, and to conduct thorough analysis of proposed tolling facilities' financial plans. Committee discussion included:

- The timeline for distributing this OHP draft to the Oregon Transportation Commission (OTC). Mr. Maestre noted that this document will be presented to the OHP in November or December, and that the Joint Policy Advisory Committee on Transportation (JPACT) would be able to weigh in on the proposal sometime after that.
- The possibility of these amendments being subject to citizen referendum
- The definition of the phrase "transportation disadvantage," included in the document's Action 6.2.5. Mr. Maestre solicited help from TPAC members on creating a working legal definition for the term; Ms. Mara Gross and Ms. Heidi Guenin expressed interest.
- Inconsistencies with the need to look at "public policy implications" for new and used facilities. The language provided currently only asks that public policy implications are

considered for new facilities. Mr. Maestre noted that both new and existing facilities are subject to “compliance with state policies” and “overall societal benefits” which would include environmental justice concerns, transportation plans and similar documents, but noted that language could be changed to remain consistent regardless of the state of the facility.

- The possibility of creating a one page “fact sheet” on these proposed changes to distribute to JPACT.
- A proposal from Mr. Maestre for TPAC to learn more about the proposed tolling amendments as it passes through committees. The committee expressed general support in continuing to receive updates on these proposed changes to the OHP.

7.0 ODOT Least Cost Planning

Mr. Maestre and Mr. Ted Leybold of Metro produced a two page summary sheet detailing ODOT’s efforts at exploring a Least Cost Planning method of planning for and constructing projects. Mr. Maestre explained how a working group, which includes Ms. Lucia Rameriez and Mr. Sam Suskin of CH2M Hill, is using the Least Cost Planning method designed by the public utility industry to maximize long term cost effectiveness when determining construction alternatives. This least cost planning method can be adopted for projects of various scales, ranging from neighborhood to corridor to regional-level project analysis. Committee discussion included:

- The appropriate time scale upon which these projects would utilize Least Cost Planning. Mr. Maestre explained that ODOT is currently using a twenty year time frame, and that longer timeframes (such as a fifty year outlook) are difficult to forecast for because of the innate uncertainty of estimating a Discount Rates compounded over that amount of time.
- Questions about whether public health measurements would be included in the Least Cost Planning method. Mr. Maestre assured the committee that development teams are beginning to create metrics for measuring the public health effects of these projects.
- Concern that the assumptions made about specific factors will dictate the outcomes recommended by Least Cost Planning. Mr. Charlie Stephens noted that it is difficult to avoid subjective arguments over which specific costs should be measured and which values should be assigned.

8.0 Oregon Highway Plan (OHP) and Transportation Planning Rule (TPR) Update

Chair Kloster introduced Mr. Michael Rock of ODOT and Mr. Matt Crall of the Department of Land and Conservation and Development (DLCD), who provided an update of the efforts to make amendments to the Oregon Highway Plan (OHP) and the Transportation Planning Rule (TPR) documents. Mr. Rock explained that the changes to these documents are intended to encourage government agencies to broaden their concerns when balancing the need for capacity with local objectives such as economic development, community building, and attaining multimodal aspirations. Mr. Rock listed the major changes to the OHP, noting that the mobility “standards” have been rewritten as mobility “targets,” allowing jurisdictions increased flexibility when attempting to create local plans that meet state highway standards. The baselines of this vehicle to capacity (V/C) targets have been increased by 5-10% to allow rural communities extra

flexibility as well. Mr. Rock stated that ODOT's efforts to pass these changes emphasize the agency's commitment and willingness to work with alternate mobility standards.

The Oregon Transportation Commission (OTC) reviewed these documents September 21, which are now open for public comment. Mr. Rock stated that he anticipated the public review period would remain open until November 21. TPAC was asked to prepare to comment on these changes in a letter to be drafted at the following October meeting that would be received by JPACT before their November meeting.


Mr. Crall provided redlined copies of the TPR document to the committee, which is included in the meeting packet. He listed the significant changes to the document, such as the ability for local governments to designate "multimodal, mixed-use areas" (MMAs), and the increased flexibility for economic development considerations, with economic development described as something that "create[s] direct benefits in terms of industrial or traded sector jobs created or retained by limited uses to industrial or traded-sector industries."

Chair Kloster asked TPAC members to contact him if they were interested in providing feedback on the TPR; the document will be discussed in depth in a forthcoming special joint Metropolitan Technical Advisory Committee (MTAC)/TPAC meeting.

9. ADJOURN

Chair Kloster adjourned the meeting at 11:59 p.m.

Respectfully submitted,



Aaron Brown
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR SEPTEMBER 23, 2011

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
5.0	Slideshow	09/23/11	Powerpoint: TriMet Pedestrian Network Analysis	92311t-01
5.0	Handout	09/21/11	Oregon Highway Plan Mobility Standards	92311t-02
6.0	Handout	09/26/11	Draft Amendment to TPR 0060: Redlined	92311t-03