



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

October 28, 2011

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Chris Beanes

Karen Buehrig

Elissa Gertler, Chair

Mara Gross

Katherine Kelly

Scott King

Nancy Kraushaar

Alan Lehto

Dean Lookingbill

Margaret Middleton

Dave Nordberg

Satvinder Sandhu

Karen Schilling

Charlie Stephens

Tracy Ann Whalen

Sharon Zimmerman

AFFILIATION

Citizen

Clackamas County

Metro

Citizen

City of Gresham, Representing Cities of Multnomah Co.

Port of Portland

City of Oregon City, Representing Cities of Clackamas Co.

TriMet

Southwest Washington Regional Transportation Committee

City of Beaverton, Representing Cities of Washington Co.

Oregon Department of Environmental Quality

Federal Highway Administration

Multnomah County

Citizen

Citizen

Washington State Department of Transportation

MEMBERS EXCUSED

Brent Curtis

Heidi Guenin

John Hoefs

Scott King

Paul Smith

Jenny Weinstein

Rian Windsheimer

AFFILIATION

Washington County

Citizen

C-TRAN

Port of Portland

City of Portland

Citizen

Oregon Department of Transportation

ALTERNATES PRESENT

Andy Back

Courtney Duke

Lainie Smith

AFFILIATION

Washington County

City of Portland

Oregon Department of Transportation

STAFF: Aaron Brown, Kim Ellis, Tom Kloster, John Mermin, Kelsey Newell, Sherry Oeser, Dylan Rivera, Ray Valone

1. CALL TO ORDER AND DECLARATION OF A QUORUM

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

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Gertler announced the visit of Dr. Lawrence Frank, who will be giving a presentation in the Council Chambers at 7:30am on Friday, November 4th, and the open house event hosted by the Data Research Center on Friday, November 18th. Chair Gertler encouraged TPAC members to attend these events; information on these events are included in the meeting packet.

Mr. Alan Lehto of TriMet spoke of the residents and businesses in the City of Boring who are petitioning to be removed from TriMet's jurisdiction. Mr. Lehto was also questioned by committee members about the agency's budget shortfall; he noted that TriMet's board members noted at a recent meeting that "everything is on the table" to close the deficit.

TPAC Member Ms. Karen Buehrig requested the addition of a future agenda which would allow the committee to consider having a "floating" location for TPAC meetings.

Chair Gertler introduced Ms. Kim Ellis of Metro, who detailed the contents of a memo regarding amendments to the Regional Transportation Plan (RTP). The memo, written by Mr. Josh Naramore of Metro, explains the timeline for jurisdictions to give information and provide input on to the RTP as a result of jurisdictional updates to their respective Transportation System Plans. Any amendment must be approved by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council; the memo is attached in the meeting packet.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There was none.

4. CONSIDERATION OF THE TPAC MINUTES FOR SEPTEMBER 23, 2011

Ms. Nancy Kraushaar asked that the minutes be amended to reflect the absence of Mr. Dave Williams, who was not in attendance.

MOTION: Ms. Tracy Ann Whalen moved, Ms. Karen Schilling seconded, to approve the TPAC minutes for September 23, 2011.

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

5. Regional Flexible Fund Allocation (RFFA) and ODOT Transportation Improvement Program (TIP) Process and Public Comment Update

Mr. Ted Leybold of Metro and Mr. Jeff Flowers of the Oregon Department of Transportation (ODOT) to discuss the Regional Flexible Fund Allocation and the MTIP improvement process. TPAC is asked to make a recommendation to JPACT regarding the projects chosen by

Mr. Leybold asked Mr. Dylan Rivera of Metro to discuss the feedback received during the public comment period. Mr. Rivera noted that they received roughly 300 comments online, 20-30 via email or fax; over a third of these comments regarded the City of Portland's plans for a bike share facility. The full report of public comments will be available in early November and will be provided to the committee before TPAC is asked to make a recommendation.

Mr. Flowers described his experiences at three different public outreach meetings, noting the success of the events and the value of providing maps to the public to encourage dialogue on the proposed projects. Mr. Leybold directed the committee to save their questions on the merits and details of individual projects for the next TPAC meeting.

6. Comments on Proposed Revisions to the Oregon Highway Plan (OHP) and Amendments to the Transportation Planning Rule (TPR)

Chair Gertler introduced Mr. Tom Kloster of Metro to discuss the proposed revisions to the OHP and the TPR documents.

Mr. Kloster concluded his presentation by reminding the Committee of the upcoming Oregon Transportation Committee (OTC) hearing in Silverton on November 16 and the Department of Land Conservation and Development's (DLCD's) hearing in The Dalles on December 8-9; he encouraged committee members to consider attending and testifying on behalf of these amendments, and asking elected officials to write a letter from their respective jurisdictions.

Mr. Kloster introduced three documents to the committee; the first included a chart which documented the possible additional changes to TPR and OHP that TPAC could choose to specifically endorse; the second was a letter to be signed by the Metro Council and leaders of JPACT and the Metropolitan Policy Advisory Committee (MPAC) stating broad support at the metropolitan level for these changes, and the final was a letter written by Mr. Stephan Lashbrook of the City of Wilsonville highlighting their specific concerns with these changes as proposed. Mr. Kloster stated his preference was to find which of the items presented as possible changes could be recommended by the TPAC consensus, and to draft a letter which highlighted the items of committee consensus that reflected the interests of the region. All three documents are available in the meeting packet. The committee confirmed an overall concern to avoid "wordsmithing" by recommending inclusion of specific language and instead stated a desire to provide general recommendations for policy direction to the OTC and DLCD.

Ms. Smith recommended amendments to the letter, two of the changes reflected in the Revised Letter included in the meeting packet. These changes would amend the letter to specify encouragement of flexibility of policy focused toward multi-modal corridors and to reflect that the Southwest Corridor extends to Sherwood. She also asked for a change not included in the revised letter, noting the importance of clarification that the Region's 2040 centers are not currently "safe harbors" for exemptions (as emphasized in point 2 of the TPR section of Mr. Kloster's proposed letter) but would provide a pathway to safe harbor since these designated zones can easily be translated into Multi-Modal Areas (MMAs).

MOTION: Mr. Andy Back moved, Mr. Satvinder Sandhu seconded, to move the letter as amended by Ms. Smith.

ACTION TAKEN: With all in favor and two abstentions (Smith, Zimmerman), the motion passed.

With the committee in agreement over the content of the letter, Mr. Kloster led the committee through the proposed options for additional language to the OHP document; the committee agreed to include these provisions in their letter of recommendation:

- Option 1, which would encourage ODOT to carry the revisions of the OHP through other relevant, implementing documents, specifically the Oregon Highway Design Manual. TPAC members expressed concern about the value of using the specific policy language recommended in Mr. Kloster's document, but agreed upon supporting the intent of the proposal.
- Option 2, which encourages ODOT to work towards reconciling the MMA proposal used in these proposed OHP amendments with ODOT's existing unique designated Special Transportation Areas (STAs).

The committee chose not to include Option 4, which would change "mainline speed" to "prevailing speed" in the document, due to the technical nature of the recommendation.

Mr. Kloster then led the committee discussion on the proposed options for amendments to the TPR document. The committee supported the inclusion of Option 1, which refined the definition of "written concurrence" for Multi-Modal Areas (MMAs) near interchanges to be made by ODOT Region Manager. TPAC members decided against specifically referencing amendments to Options 2, 3a-d, and 4 due to the high level of detail in these proposals, and did not request to include any of the comments included in Mr. Lashbrook's letter.

6.1 Climate Smart Communities Scenarios: Discussion of Preliminary Results and Findings

Chair Gertler introduced Ms. Kim Ellis and Ms. Nuin-Tara Key of Metro, who presented on the Climate Smart Communities (CSC) project and provided additional materials in advance of the forthcoming November TPAC meeting. This meeting was designed to provide an overview of the work conducted to date and initial findings in advance of the next meeting, in which the committee would delve into more specific details of the initial results. Ms. Ellis explained the history of the project, noting its roots in House Bill 2001 and Senate Bill 1059, which directed the Land Conservation and Development Commission to establish targets for greenhouse gas (GHG) emission reduction for each of Oregon's six metropolitan areas. The Climate Smart Communities project is currently in Phase 1, which does not entail making any specific decisions about preferred alternatives but rather understanding the choices available to meet the region's target. With the assistance of a technical work group, Metro staff tested broad-level, regional scenarios to learn the GHG emissions reduction potential of current plans and policies and what combinations of land use and transportation strategies (grouped in six policy levers) are needed to meet the state GHG targets. Ms. Ellis explained that while some strategies are new to the region, many of the strategies tested are already being implemented to realize the 2040 Growth

Concept and the aspirations of communities across the region. The research so far suggests that past land-use and transportation decisions and current plans and policies have provided a strong foundation for the region to meet the GHG reduction goals, but that more actions will be needed. Ms. Ellis explained continue to invest in livable communities and projects as called for in local plans and the Regional Transportation Plan. The early results from the CSC project suggest that while there is “no silver bullet” for particular policy mechanisms to reduce the region’s GHG emissions, policies encouraging smart community design appear to have the largest impact on GHG emission reduction. Ms. Ellis encouraged members to review the factsheets included in the packet that summarize other research staff recently completed, and that is included in the Strategy Toolbox report. The final report summarizes local, national and international research related to land use and transportation strategies that can help reduce transportation-related GHG emissions and meet other policy objectives, and is intended to complement the scenarios analysis. Ms. Ellis and Ms. Key asked for feedback on their presentation noting that they anticipated sharing their concerns with various policymakers and technical staff across the region; committee discussion included:

- Questions regarding whether it was appropriate to specifically highlight that “community design” was the “most effective” at reducing emissions. Committee members noted that the CSC project would need information on the cost of policies relative to their benefits to truly determine which policy was the most “efficient” or “effective.” Ms. Ellis explained that Phase 2 of the Climate Smart Communities, set to begin next year, will study the costs and potential cost savings of implementing these policies, and that this presentation is intended to provide a general overview of which policies have the largest GHG emissions reduction. Others noted that it is important to not overstate the value of “Community Design” policies; it negates the finding that there is “no silver bullet.”
- Questions from the committee about how to effectively convey the message to elected officials and policymakers that continued increased action is necessary for the region to meet its emission reduction goals.
- The possibility of redesigning Slide 7. Committee members were confused as to the difference between the expected reduction of emissions due to technical innovation in the region’s fleet to the expected reduction of these innovations plus the implementation of other policies evaluated in the scenarios.
- The daunting nature of achieving current plans and reaching these goals. TPAC members noted the fiscal difficulty of significantly expanding transit service from current levels and the political difficulty of increased daily parking fees across the region.
- A general note of appreciation for the tremendous amount of work and analysis present in these documents. TPAC staff unanimously lauded the project team for their important work.

Ms. Ellis encouraged TPAC members to continue to contact her with more questions, and closed by noting that she looked forward to discussing more of the tradeoffs and choices in the forthcoming November TPAC meeting. The presentation slides and documents provided by Ms. Ellis at the meeting are available in the meeting packet.

7. **ADJOURN**

Chair Kloster adjourned the meeting at 12:01 p.m.

Respectfully submitted,



Aaron Brown
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR OCTOBER 28, 2011

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1.0	Agenda	10/28/11	REVISED: 10/28/11 TPAC Agenda	102811t-01
2.0	Flyer	10/28/11	REVISED: 11/04/11 Dr. Lawrence Frank Presentation Information	102811t-02
2.0	Memo	10/27/11	Re: 2035 Regional Transportation Plan Project Amendment Requests	102811t-03
2.0	Memo	10/26/11	Re: Regional Flexible Fund Allocation process update	102811t-04
2.0	Summary	10/2011	Summarization of Public Input on the Draft 2012-2015 Statewide Transportation Improvement Program	102811t-05
5.0	Chart	10/26/11	TPAC Options for Additional Recommended Changes to Proposed Revisions to OOH Policy 1F and TPR	102811t-06
5.0	Letter	11/15/11	REVISED: Letter to LCDC and OTC re: TPR and OHP edits	102811t-07
5.0	Letter	10/26/11	From: City of Wilsonville Re: Proposed Changes to the TPR and OHP	102811t-08
5.0	Draft	10/25/11	Public Review Draft: Amendments to TPR 0060	102811t-09
5.0	Draft	10/2011	OHP Policy 1F Proposed Revisions Public Review DRAFT	102811t-10
6.0	Memo	10/24/11	Climate Smart Communities Scenarios – Report on Preliminary Findings and Next Steps	102811t-11

6.0	Attachment	10/24/11	2010 Base Year and Alternative Scenarios Inputs	102811t-12
6.0	Attachment	10/24/11	Mixed-Use Development in Centers and Corridors	102811t-13
6.0	Attachment	10/24/11	Climate Smart Communities Scenarios TPAC/MTAC Work Group Members	102811t-14
6.0	Powerpoint	10/28/11	Climate Smart Communities Scenarios Project	102811t-15