



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
January 27, 2012
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Chris Beanes
Karen Buehrig
Carla Danley
David Eatwell
Elissa Gertler, Chair
Carol Gossett
Katherine Kelly
Scott King
Nancy Kraushaar
Alan Lehto
Margaret Middleton
Satvinder Sandhu
Karen Schilling
Charlie Stephens

AFFILIATION

Community Representative
Clackamas County
Community Representative
Community Representative
Metro
Community Representative
City of Gresham, Representing Cities of Multnomah Co.
Port of Portland
City of Oregon City, Representing Cities of Clackamas Co.
TriMet
City of Beaverton, Representing Cities of Washington Co.
Federal Highway Administration
Multnomah County
Community Representative

MEMBERS EXCUSED

Brent Curtis
Heidi Guenin
John Hoefs
Dean Lookingbill
Dave Nordberg
Paul Smith
Rian Windsheimer
Sharon Zimmerman

AFFILIATION

Washington County
Community Representative
C-TRAN
Southwest Washington Regional Transportation Committee
Oregon Department of Environmental Quality
City of Portland
Oregon Department of Transportation
Washington State Department of Transportation

ALTERNATES PRESENT

Andy Back
Lynda David
Courtney Duke
Lainie Smith
Jane McFarland

AFFILIATION

Washington County
Southwest Washington Regional Transportation Committee
City of Portland
Oregon Department of Transportation
Multnomah County

STAFF: Tom Kloster, Ted Leybold, Robin McArthur, Tony Mendoza, Josh Naramore, Lake McTighe, John Mermin, Kelsey Newell, Deborah Redman, Marc Week and Bridget Wieghart.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Elissa Gertler declared a quorum and called the meeting to order at 9:31 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Ms. Karen Schilling announced that the Sellwood Bridge web camera began running last month. The public can now watch the bridge construction online.

Ms. Nancy Kraushaar announced that the I-205 rapid bridge construction will close down Highway 214 for 4 days on March 23rd-27th. Oregon City and Clackamas County are in the process of discussing a marketing campaign.

Mr. Tom Kloster of Metro announced that the Metropolitan Transportation Improvement Program (MTIP) and Land Conservation and Development Commission (LCDC) rule advisory committee on House Bill 2001 are writing rules on scenarios for green house gas reduction. The LCDC has convened a Rulemaking Advisory Committee (RAC) to develop rules to guide Metro and local governments in the Metro region in selecting and implementing a scenario that meets the state's GHG reduction target. All the information is available on the LCDC web site. The first RAC meeting will be held at the Metro Council Chambers on Monday, February 13 ay 1:00-4:00 PM. Mr. Kloster encouraged anyone with questions check in with him or Ms. Kim Ellis of Metro.

Chair Gertler provided a brief update on the Metro Export Initiative (MEI) presentation. Portland competed for and won a partnership with the Brookings Institution to develop one of four pilot metro export plans in the country. MEI is a logical outgrowth from the region's economic development strategy, which focused on the traded sector and global markets. MEI export strategy will outline concrete steps to grow the region's market share and create jobs.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There was none.

4. CONSIDERATION OF THE TPAC MINUTES FOR JANUARY 6, 2012

MOTION: Mr. Scott King moved, Ms. Margaret Middleton seconded, to approve the Transportation Policy Alternatives Committee (TPAC) minutes for January 6, 2012.

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

5. ACTION ITEMS

5.1 Comments on Oregon Department of Transportation's (ODOT) Congestion Pricing Policy

Ms. Bridget Wieghart of Metro reviewed draft comments on the Oregon Department of Transportation's (ODOT) Congestion Pricing Policy. ODOT has released a draft set of policies and is seeking comment related to the consideration of tolling and congestion pricing on state highway system facilities. The overall intent of the policies is to ensure complete consideration of the issues before implementation of tolling or congestion pricing projects. Metro is supportive of the draft policy but wishes to add comments for ODOT to consider. Metro's overarching recommendation is to further discuss positive outcomes resulting from tolling/congestion pricing.

Mr. Dave Williams of ODOT further explained that since Oregon has little experience with tolling and congestion pricing; ODOT is putting fourth guidance on what factors to look at when starting projects. The Oregon Transportation Commission is anticipated to address this policy in April 2012. Following their review, the OTC will open a formal 45-day public comment period.

The committee discussed the following items:

- Members recommended considering projects that rank medium in addition to those that rank high under ODOT's screening criteria. Specifically, members were concerned to avoid artificially restricting the pool of projects considered for tolling.
- The cost and benefit between private and public tolling programs.
- Avoiding tolling projects that might get rejected and create a public backlash.
- Putting forward the position letter first then sending details in a separate document.
- How the outdated state highway plan is constraining tolling planning.

MOTION: Mr. Andy Back moved, Ms. Kraushaar seconded, to recommend that the Joint Policy Advisory Committee on Transportation (JPACT) accept the Oregon Department of Transportation's (ODOT) Congestion Pricing Policy with the following changes:

- Emphasize support for moving the policy forward in the near term while urging ODOT to undertake a comprehensive update of its highway plan.
- Remove Least Cost Planning entirely from the document.
- Lower the cut off for consideration under ODOT's screening criteria project pool from high to medium-high.
- Provide more context from the original policy language for clarity.
- Distinguish private vs. public benefits in analysis of tolling projects.

ACTION TAKEN: With all in favor, and one abstained (L. Smith), the motion passed.

5.2 Draft Resolution No. 12-4330 - Federal Authorization Priorities

Chair Gertler introduced Resolution No. 12-4330 regarding the region's federal authorization priorities. The region annually produces a position paper that outlines the views of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) on issues concerning transportation funding that are likely to be considered by Congress during the coming year. The resolution would provide the US Congress and the Oregon Congressional delegation, in March 2012, with the region's priorities for transportation funding policy for use in the federal transportation authorization and appropriation process. TPAC and JPACT reviewed the draft priorities at their Jan. 6 and Jan. 12 meetings respectively. Chair Gertler briefly explained the formatting of the resolution and then solicited committee comments.

The committee and/or recommended the following:

- ODOT staff offered the following amended language to the region's fifth federal priority, "...Funding for bridges ~~off~~ the National Highway System ~~and on the Federal Aid Highway System~~ needs to follow the assignment of responsibility. Specifically, ~~funding that has historically been used to address this need should be shifted from the NHPP to the TMP~~

~~where the responsibility for addressing these needs has been assigned an amount of funding equivalent to the amount of Bridge funds spent on non-NHS bridges annually under SAFETEA-LU should be provided under the TMP as a set aside for non-NHS bridges.”~~

- Adjustments made to the resolution stemming from the Jobs and Transportation Act funds for the Sellwood Bridge Project discussion from the previous TPAC meeting.
- Highlight the following as the region’s top federal authorization priorities: (1) The Congress of the United States should invest in American’s prosperity through infrastructure; and (2) Congress should end the indecision on transportation authorization legislation in recognition of the need for long lead times transportation operation, rehabilitation and improvements.
- Remove the Metro region’s six desired outcomes graphic from the position paper.
- The committee was undecided on whether to remove or revamp the action chart on “Proposed federal action/to support the following regional objectives.” Members noted that the action chart did not include examples from all 9 of the region’s federal priorities.
- Reformat the position paper to be more marketable.
- Reformat the position paper to reflect that priorities 3 to 9 are equal priority statements.
- Amend the language in the action chart to read, “...Allow the MPO planning funds to be used as match against university research funds (like the state ~~planning research~~ funds)...”
- Recommendation to provide an executive summary for the region’s federal priorities to the Oregon delegation and providing a more detailed position paper to delegation staff.

MOTION: Ms. Schilling moved, Ms. Katherine Kelly seconded, to recommend that JPACT approve Resolution No. 12-4330 with the following changes:

- Amend the position paper to read, “...Funding for bridges ~~off the National Highway System and on the Federal Aid Highway System~~ needs to follow the assignment of responsibility. Specifically, ~~funding that has historically been used to address this need should be shifted from the NHPP to the TMP where the responsibility for addressing these needs has been assigned an amount of funding equivalent to the amount of Bridge funds spent on non-NHS bridges annually under SAFETEA-LU should be provided under the TMP as a set aside for non-NHS bridges.”~~
- Highlight the following as the region’s top federal authorization priorities: (1) The Congress of the United States should invest in American’s prosperity through infrastructure; and (2) Congress should end the indecision on transportation authorization legislation in recognition of the need for long lead times transportation operation, rehabilitation and improvements.
- Amend the language in the action chart to read, “...Allow the MPO planning funds to be used as match against university research funds (like the state ~~planning research~~ funds)...”
- Reformat the position paper to reflect that priorities 3 to 9 are equal priority statements.
- Repackage the position paper prior to JPACT’s consideration on Feb. 9.

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

6. INFORMATION/DISCUSSION ITEMS

6.1 Draft 2012-13 Unified Planning Work Program

Mr. Josh Naramore of Metro introduced the Draft 2012-13 Unified Planning Work Program (UPWP). The UPWP is developed annually by Metro as the Metropolitan Planning Organization for the Portland metropolitan area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. Included in the UPWP are detailed descriptions of the transportation planning tasks, listings of various activities, and a summary of the amount and source of state and federal funds to be used for planning activities. The UPWP will go under federal and state review on February 22 and come back to TPAC on March 30 for consideration and recommendation to JPACT.

The committee discussed the following items:

- The inclusion of the East Metro Connection plan investment strategy into the 2013 update of the RTP.
- The need for the region to discuss and determine if the Powell/Division corridor is the region's next high capacity transit corridor. In addition, ensuring that project partners have the resources to complete the Southwest Corridor.
- Correction to the "Draft FY 2012-13 UPWP Funding Summary" handout to read, "Powell/~~Foster~~Division Bus Rapid Transit."
- Members discussed the Regional Travel Options program and possible program changes. TPAC is anticipated to receive a presentation on the RTO strategic plan in Feb. The UPWP will be updated following the presentation.
- Members requested more information on "other anticipated funds," for example funding sources and whether the funds are guaranteed.
- Members discussed the flexibility in Federal Metropolitan Planning funding spending. Staff noted that the UPWP and specifically the funding summary chart is a vehicle to discuss if the region should amend the scope or funding for planning of the region's projects or programs.
- The relationship between Metro and SW RTC in Vancouver, Washington in the UPWP process.

6.2 Airport Futures

Mr. Scott King and Mr. Sean Loughran of the Port of Portland presented the four year planning process to create an integrated, long-range development plan for Portland International Airport (PDX). In 2001 a City-Port joint resolution created a long range development plan for Portland International Airport through 2035 using a collaborative planning process with Port of Portland, City of Portland and metropolitan community. The 3-year process started in 2007 and concluded in 2010.

The committee discussed the following items:

- How post 9/11 Department of Homeland Security Rules will affect building future light rail drop off locations close to airport terminals such as the one PDX has.
- Improving bike navigation and wayfinding to PDX.
- In-airport navigation to light rail; members noted PDX's improvements in wayfinding and signage for light rail stop and ticket dispensers.

7. **ADJOURN**

Chair Gertler adjourned the meeting at 12:08 p.m.

Respectfully submitted,



Marcus Week
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JANUARY 27, 2012

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
	Agenda	01/06/12	12712 Revised TPAC Agenda	012712t-01
4	Minutes	01/25/12	010612 TPAC minutes	012712t -02
6.1	Letter	1/12	Draft Letter to ODOT	012712t -03
5.2	Resolution	01/23/12	Draft Resolution No. 12-4330 - Federal Authorization	012712t-04
5.2	Handout	01/12	ODOT NHS Budget	012712t-05
6.1	Handout	1/25/12	UPWP Budget Summary	012712t-06
6.2	Brochure.	2011	PDX Master Plan Executive Summary	012712t-07
6.2	PPT	1/27/12	Airport Futures	012712t-08