



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
February 17, 2012
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Chris Beanes
Karen Buehrig
Carla Danley
David Eatwell
Carol Gossett
Heidi Guenin
Katherine Kelly
Nancy Kraushaar
Alan Lehto
Margaret Middleton
Satvinder Sandhu
Karen Schilling
Paul Smith
Charlie Stephens
Rian Windsheimer

AFFILIATION

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

MEMBERS EXCUSED

Brent Curtis
Elissa Gertler, Chair
John Hoefs
Scott King
Dean Lookingbill
Dave Nordberg
Sharon Zimmerman

AFFILIATION

Washington County
Metro
C-TRAN
Port of Portland
Southwest Washington Regional Transportation Committee
Oregon Department of Environmental Quality
Washington State Department of Transportation

ALTERNATES PRESENT

Andy Back
Phil Healy
Tom Kloster, Chair

AFFILIATION

Washington County
Port of Portland
Metro

STAFF: Matt Bihn, Anthony Butzek, Daniel Kaempff, Ted Leybold, Lake McTighe, John Mermin, Josh Naramore, Kelsey Newell, Pam Peck, Dylan Rivera, Marc Week Caleb Winter..

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Tom Kloster declared a quorum and called the meeting to order at 9:35 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Kloster announced that Ms. Kim Ellis of Metro will present to the Metro Policy Advisory Committee (MPAC) and TPAC in mid March 2012 on the Climate Smart Communities (CSC) Phase 2 local engagement plan.

Mr. Joshua Naramore of Metro provided an update on the FY 2012-13 Unified Planning Work Program which he will provide a formal update in March 2012. The committee discussed the Division/Powel Corridor specifically how it will be adopted into the Regional Transportation Plan, and the benefit of using Bus Rapid Transit in the corridor.

Mr. Ted Leybold of Metro stated that there will be a stakeholder meeting state wide concerning Oregon Department of Transportation (ODOT) projects. A public comment period will commence on April 13th. The committee agreed that members should send into ODOT directly and that TPAC nor JPACT should formally draft a comment letter.

Mr. Alan Lehto of TriMet updated the committee on TriMet's proposed plan to address the organizations' budget deficit. TriMet has been holding open houses to discuss the plan and will hold a public comment period in March 2012. TriMet proposes to increase and simplify of rates, decrease frequency and routes and increase internal efficiencies. The committee expressed concern for how the proposed changes will affect transit dependant riders and how reductions will affect green house gasses reduction goals.

Ms. Nancy Kraushaar of Oregon City reminded the committee of the 4-day closure on Highway 213 and Washington Street. The road will close March 22nd to March 27th for a rapid bridge replacement. The City and the County are initiating a major public outreach and expect a lot of media coverage. Ms. Kraushaar emphasized the need to inform agencies and local leaders and to encourage the public to use alternative routes during the closure.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There was none.

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

MOTION: Mr. Satvinder Sandhu moved, Mr. Charlie Stephens seconded, to approve the Transportation Policy Alternatives Committee (TPAC) minutes for January 27, 2012.

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

5. ACTION ITEMS

5.1 2012-15 Metropolitan Transportation Improvement Program (MTIP)

Mr. Leybold introduced Draft Resolution No. 12-4332 which, if approved by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council, would adopt the 2012-15 Metropolitan Transportation Improvement Program (MTIP). The 2012-15 MTIP is a report that summarizes all programming of federal transportation funding in the metropolitan region for the federal fiscal years 2012 to 2015 and demonstrates that the use of these funds will comply with all relevant federal laws and administrative rules. The MTIP and the State Transportation Improvement Program (STIP) are required to be coordinated and approved in the same time period every two years.

Approval of the resolution would:

1. Approve the scheduling of previously allocated federal funding to projects by project phase and fiscal year;
2. Define administrative authority to add or remove projects from the MTIP, and;
3. Affirm the region meets federal planning and programming rules and submission of Documentation to the Governor of Oregon, the Federal Highway Administration and the Federal Transit Administration.

The committee discussed the following items:

- The name of the Powell/Division corridor and the perception that it would run on a specific street.
- A correction to the MTIP on TriMet Regional Travel Options (RTO) allocations.
- The funding figure for FY 2012 at \$84 million for Trimet Portland to Milwaukie light rail. Trimet stated that The FTA had not formally committed to \$85 million but Trimet staff anticipate the release of the figure in march.
- The timing and process for STIP funds related to the MTIP timeline.
- The committee discussed elements of administrative amendments such as amendment size and air quality impacts. FHWA expressed support for resolutions ability to reduce the amount of amendment votes.

MOTION: Mr. Andy Back moved, Mr. Paul Smith seconded, to recommend that JPACT approve Draft Resolution No. 12-4332.

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

5.2 Air Quality Conformity 2012-15 Metropolitan Transportation Improvement Program (MTIP)

Mr. Matt Bihn of Metro introduced Draft Resolution No. 12-433, which if approved by JPACT and the Metro Council, would approve the Air Quality Conformity Determination for the FY 2012-15 MTIP. Federal regulations require that an air quality conformity determination be completed for any updated MTIP. The air quality conformity determination must demonstrate compliance with all federal and state determined air pollutants for the area so that the region, the Oregon Department of Transportation and local jurisdictions can continue to be eligible to receive federal funds for transportation projects within the region.

MOTION: Mr. Smith moved, Mr. Charlie Stephens seconded, to recommend that JPACT approve Draft Resolution No. 12-4330.

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

6. INFORMATION/DISCUSSION ITEMS

6.1 Regional Active Transportation Plan

Ms. Lake McTighe of Metro presented an overview of the Regional Active Transportation Plan project. The need for a Regional Active Transportation Plan (ATP) was identified as a follow-up activity in the 2035 Regional Transportation Plan (RTP). The project objective is to identify priorities and strategies for completing a regional principal active transportation network, which will be identified by the project. The project officially started on Jan. 4, 2012, will last 18 months, and must be completed by June 30, 2013, to

fulfill the requirements of the Transportation Growth Management (TGM) grant which is funding part of the project. Active transportation is transportation powered by human energy, such as riding a bike, walking and public transportation. Ms. McTighe overviewed the benefits and strategies for a working active transportation plan. Themes that were identified were why timing is important and local goals and regional outcome. Phase I commences from January 2012 to June 2012, Phase II from August 2012 to January 2013 and Phase III from February 2013 to June 2013.

The committee discussed the following items:

- Developing local active transportation in a regional context.
- Collaboration between other entities like the Environmental Protection Agency, Housing and Urban Development and freight stakeholders.
- Include public health professionals in the conservation especially for public outreach and
- Options to address potentially less expensive alternatives for active transportation infrastructure. Some committee members suggested developing a tool kit for the 2035 RTP.
- Strategies for public outreach and explaining why something like a walking trip is a regional issue.
- The health cost benefits of the ATP and providing that to the public.
- Potential funding sources for financing and revenue and the need to look beyond federal funding.
- Active transportation outside of the Metro boundary. A public involvement strategy will be released soon but the focus will be on urban areas and areas under Metro's jurisdiction.
- Members discussed the role of regional and local governments in active transportation.
- Members recommended including a transit advocate, a member from the Multnomah County Bicycle and Pedestrian Citizen Advisory Committee and a medical professional to the executive council on active transportation.

6.2 2012-17 Regional Travel Options Strategic Plan

Mr. Daniel Kaempff of Metro introduced the FY 2012-17 Regional Travel Options Strategic Plan. The purpose of this strategic plan is to define a mission, a set of goals and objectives, and a 5-year plan to support a regional travel options program. Metro's Regional Travel Options (RTO) program supports Metro's mission of creating a great place by increasing the awareness of non-single occupancy vehicle travel options such as biking, walking, taking transit, and ridesharing. Staff will convene a TPAC working group to develop project criteria. The RTO strategic plan is supported by four efforts, stakeholder interviews, landscape scan, RTO think tank and biennial performance evaluation. The work group recommendations will come before TPAC at a later date. A 30-day public comment period will commence on Tuesday, February 28th. TPAC is anticipated to make a recommendation to JPACT at their March meeting. Pending TPAC's recommendation, JPACT and the Metro Council are anticipated to consider and vote on the plan in April.

The committee discussed the following items:

- Scaling back and streamlining Metro's administrative roll to increase funds and flexibility for grants.
- Creation of a working group to evaluate grants proposals and the possibility of a TPAC Subcommittee, MTIP or the RTO subgroup to fulfill that role.

- Reducing Metros administrative costs beyond 35%. 35% was the largest reduction that could be made.
- The importance Transportation Management Association's (TMA). Members expressed general concern how the competitive grant process could affect TMAs, however there is need to create accountability.

6.3 Regional Safety Plan Update

Mr. Naramore presented a preview of the Regional Safety Plan. In 2008, as part of the quadrennial federal certification review, Metro received a recommendation from the Federal Highway Administration (FHWA) to better incorporate safety into the MPO planning process. In response, Metro established a Regional Safety Workgroup. From the onset, workgroup participants highlighted the importance for creating a data driven approach to incorporate safety data into regional land use and transportation decisions. The workgroup developed a list of core activities to help Metro focus its safety efforts. Staff will be bringing a draft Regional Safety Plan to TPAC in April and May to share findings and discuss implantation before going to JPACT in June.

7. ADJOURN

Chair Gertler adjourned the meeting at 11:57 p.m.

Respectfully submitted,



Marcus Week
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR FEBRUARY 17, 2012

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3	Memo	02/17/12	Comments on FY 12-13 UPWP	021712t-01
3	Handout	02/12	TriMet Challenges & Choices Feb	021712t -02
3	Handout	2/12	TriMet Bus Service Reduction	021712t -03
3	Handout	2/12	HWY 213 Closure	021712t -04
5.1	Resolution	2/12	Resolution No. 12-4332	021712t -05
5.2	Resolution	2/12	Resolution No. 12-4332	021712t-06

6.1	PPT	2/17/12	The Regional Active Transportation Plan	021712t -07
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