



Metro | *Making a great place*

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

JUNE 29, 2012

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Karen Buehrig
Elissa Gertler, Chair
Heidi Guenin
Katherine Kelly
Alan Lehto
Karen Schilling
Paul Smith
Charlie Stephens
Rian Windsheimer

AFFILIATION

Clackamas County
Metro
Community Representative
City of Gresham, Representing Cities of Multnomah Co.
TriMet
Multnomah County
City of Portland
Community Representative
Oregon Department of Transportation

MEMBERS EXCUSED

Chris Beanes
Brent Curtis
David Eatwell
Carol Gossett
John Hoefs
Scott King
Nancy Kraushaar
Dean Lookingbill
Margaret Middleton
Dave Nordberg
Satvinder Sandhu
Sharon Zimmerman

AFFILIATION

Community Representative
Washington County
Community Representative
Community Representative
C-TRAN
Port of Portland
City of Oregon City, Representing Cities of Clackamas Co.
Southwest Washington Regional Transportation Committee
City of Beaverton, Representing Cities of Washington Co.
Oregon Department of Environmental Quality
Federal Highway Administration
Washington State Department of Transportation

ALTERNATES PRESENT

Kenny Asher
Andy Back
Phil Healy
Mike McCarthy

AFFILIATION

City of Milwaukie, Representing Cities of Clackamas Co.
Washington County
Port of Portland
City of Tigard, Representing Cities of Washington Co.

STAFF: , Kim Ellis, Daniel Kaempff, Nuin-Tara Key, Tom Kloster, Ted Leybold, Robin McArthur, Chris Myers, John Mermin, Josh Naramore, Deena Platman, Dylan Rivera, Marc Week.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

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

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Mr. John Mermin of Metro informed the committee of Metro's application for Transportation and Growth Management (TGM) grant to conduct an audit on parking in the metro area and to provide updates to Metro codes and policies. Metro will provide guidance for parking and are asking that local jurisdictions include parking management studies in their Transportation System Plan. He provided an example study at oregonmetro.gov/TSP and encouraged members to look at them. The committee recommended that Metro staff include variable priced parking.

Mr. Ted Leybold of Metro provided an update on a new work group for the Regional Travel Options (RTO) and Transportation System Management & Operations programs. There will now be a TPAC workgroup to consult on developing a framework and prioritization criteria for RTO and TSMO program funding to projects. The work group will meet three times this summer beginning July 9th from 1 – 3 pm at Metro Council Chambers and will provide recommendations at the August 20th meeting.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There was none.

4. CONSIDERATION OF THE TPAC MINUTES FOR MAY 25, 2012

Mr. Charlie Stephens expressed concern that the minutes may be difficult to understand. Committee members asked Mr. Stephens for specific recommendations to which he stated he would provide written input into the minutes. Chair Gertler stated that Metro staff would follow up with Mr. Stephens.

MOTION: Ms. Karen Schilling moved, Mr. Rian Windsheimer seconded, to approve the Transportation Policy Alternatives Committee (TPAC) minutes for May 25, 2012.

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

5. Recommendation to JPACT on Amending the 2012-15 Metropolitan Transportation Improvement Program.

Mr. Leybold introduced the three MTIP amendments to the committee for recommendation to JPACT. The first amendment would add a pedestrian and bicycle path to the upcoming light rail bridge over Kellogg Lake in the City of Milwaukie. The second amendment would add the construction phase for the extension of the auxiliary vehicle travel lane on I-84 East bound from Halsey Street exit ramp to the I-205 North bound exit ramp. The third amendment would add a multi-use path and on-street pedestrian, bicycle and transit access facilities between Cedar Hills Boulevard and Denney Road in the City of Beaverton.

MOTION: Mr. Paul Smith moved, Mr. Alan Lehto seconded, to recommend that JPACT approve amendments to the 2012-15 Metropolitan Transportation Improvement Program.

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

6. Proposed changes to the State Transportation Improvement Program Funding Allocation and Project Selection Process

Mr. Leybold and Mr. Windsheimer began a discussion on the STIP Program Funding Allocation Project Selection Process. The Oregon Transportation Commission (OTC) is looking to improve the prioritization of transportation improvement projects. ODOT staff has proposed to the OTC moving funding from multiple overlapping programs to two funding categories. The OTC has given direction in

the development of scenarios for funding, Fix-It and Enhance Category parameters, and supporting assumptions. Metro staff has devolved ten comments on the STIP Allocation Process Proposal for the next OTC meeting in July. Mr. Leybold and Mr. Windsheimer asked the committee for input on the proposed changes and the comment letter.

The committee discussed the following items:

- The committee recommended reducing Metro comments from ten points to three: timing and what happens next, confirmation that JPACT will be decision-making board, and technical considerations.
- Committee members were concerned about the short time period for the OTC decision.
- The committee members recommended running the STIP Allocation Project Selection Process in conjunction with the MTIP.
- Some committee members expressed concerns over ODOT reorganization of the potential to directly allocate Congestion Mitigation and Air Quality Improvement (CMAQ) funds.
- Committee members inquired the best way to provide comments to ODOT. ODOT staff recommended that jurisdictions provide recommendations directly to ODOT and the OTC.
- Clarifying the future role of the region and the state in the decision-making on the process of funding allocation.
- How large projects such as the Colombia River Crossing would be leveraged with the proposed regional funding process and whether large projects would consume all available funding.
- The Terms “fix it” and “enhance it” could be of concern with public perception and federal funding for projects such as bicycle and pedestrian. The committee recommended using a term such as “maintain” and “improve”

7. Comment Letter on Draft Oregon Statewide Transportation Strategy (STS)

Ms. Kim Ellis of Metro introduced the Comment Letter on Draft Oregon STS. Metro staff is seeking final input on the attached draft letter commenting on the draft Oregon STS vision and next steps. The Oregon Transportation Commission is seeking public comment on the attached draft STS by July 20, 2012. The STS is part of a larger effort known as the Oregon Sustainable Transportation Initiative (OSTI), resulting from two bills passed by the Oregon Legislature to help the state meet its 2050 goal of reducing transportation--related greenhouse gas (GHG) emissions. The comment letter recommends the OTC adopt the *STS*, that Phase II of the effort commence immediately, and that the OTC, ODOT, and state agencies work with their regional and local partners and other stakeholders. MPAC approved the comment letter on June 27, comments, and JPACT is scheduled to take action on the letter on July 12.

The committee discussed the following items:

- The committee recommended highlighting key points, shortening and making the letter more direct.
- Have a discussion on public safety concerning electric freight incentives noting the bicycle freight has not been not discussed to date. This concern will be raised through separate comments from Upstream Public Health.
- Since climate change is a sensitive issue for some, include the topic of ending dependence on foreign oil because it is bi-partisan.
- OTC shift from the term “endorsing” to “adopting” and how the STS fits into the larger transportation plan.
- The committee briefly discussed the Robert Hirsch report and his recent updated speech concerning peak oil. Some committee members recommended that GHG strategies should focus

on those that both minimize the risks associated with future fuel supply limitations and price escalation, while at the same time addressing GHG reduction targets. A suggestion was made to use language such as “using strategies to reduce fuel price risk”.

- Policy should emphasize reducing the need for travel such as providing live/work location incentives.
- Address how the Governor’s 10-year energy plan can overlap with and support the STS.

8 Climate Smart Communities – Phase 1 Sensitivity Analysis and Draft Scenario Options

Ms. Ellis discussed the Phase 1 Sensitivity Analysis and Draft Scenario Options for the Climate Smart Communities project. Phase 1 of the Scenarios Project focused on understanding the region’s land use and transportation choices by conducting a review of published research and testing of 144 regional scenarios. This spring, staff conducted sensitivity analysis of the Phase 1 scenarios, isolating individual strategies within in each policy area to better understand their respective greenhouse gas emissions reduction potential. In addition to significant reductions expected from changes to fleet and technology, some of the most significant strategies that were found to affect GHG reduction were transit, parking fees and parking management, pay--as--you drive insurance, and fuel prices. Ms. Ellis explained that while other strategies did not individually achieve significant GHG reductions, such as increasing bicycle mode share or participation in marketing and incentives programs, they remain important elements to complement more effective strategies such as transit service expansion. The analysis gives policymakers additional information on how to move forward with GHG reduction efforts.

The committee discussed the following items:

- Emphasize that the levers are synergistically related when they are not isolated. Issues like parking and economic downturns are interwoven.
- The committee expressed the concern that attempts to encourage individuals to use transit at urban centers could unintentionally encourage people to drive further distances.
- The committee expressed concern that the memo suggests a regional price for managed parking was assumed when the model assumed a “regional average price” that took into account graduated parking rates in different centers in the region. The concern was that this might be misconstrued and may require more explanation.
- Include regulatory solutions for GHG reduction along with the market approach.

Ms. Ellis explained that she would continue working with the technical work group to further refine the draft scenario options before bringing them forward for further discussion.

9. Hole-in-the-Air Reporting Back

Mr. Tom Kloster of Metro provided the committee with an update on the proposed Oregon Highway Plan Amendments, ORS 366.215, concerning horizontal and vertical limits, “hole in the Air”, requirements. A number of agencies had concern over the administrative guidelines associated with the proposed amendments. In response to concerns, the OTC has postponed the decision on administrative guidelines, removed non-freight routs from consideration and will start a rule making process. Mr. Kloster stated he would update the committee as the situation evolves.

10. ADJOURN

Chair Gertler adjourned the meeting at 11:47 a.m.

Respectfully submitted,



Marcus Week
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JUNE 29, 2012

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
2	Memo	06/21/12	Regional Parking Management Requirements	062912t-01
5	Resolutions	06/12	MTIP Amendments	062912t -02
7	Memo	06/26/12	Climate Smart Communities Updated Draft Scenario Options Framework	062912t -03
9	Letter	5/12/12	Portland Bicycle Advisory Committee	062912t -04
9	Letter	5/15/12	BTA on ORS366.215 "Hole in the Air"	062912t -05
9	E-Mail	6/11/12	ODOT Follow up on ORS 366.215	062912t-06