



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

July 27, 2012

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Karen Buehrig  
David Eatwell  
Carol Gossett  
Heidi Guenin  
Nancy Kraushaar  
Katherine Kelly  
Scott King  
Alan Lehto  
Margaret Middleton  
Dave Nordberg  
Paul Smith  
Satvinder Sandhu  
Rian Windsheimer

AFFILIATION

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

MEMBERS EXCUSED

Andy Back  
Chris Beanes  
Brent Curtis  
Elissa Gertler, Chair  
John Hoefs  
Nancy Kraushaar  
Dean Lookingbill  
Karen Schilling  
Charlie Stephens  
Sharon Zimmerman

AFFILIATION

Washington County  
Community Representative  
Washington County  
Metro  
C-TRAN  
City of Oregon City, Representing Cities of Clackamas Co.  
Southwest Washington Regional Transportation Committee  
Multnomah County  
Community Representative  
Washington State Department of Transportation

ALTERNATES PRESENT

Clark Berry  
Lynda David  
Tom Kloster, Chair  
Lainie Smith  
Joanna Valencia

AFFILIATION

Washington County  
Southwest Washington Regional Transportation Committee  
Metro  
Oregon Department of Transportation  
Multnomah County

STAFF: Dick Benner, Ted Leybold, Robin McArthur, Josh Naramore, Kelsey Newell, Dylan Rivera, Marc Week.

**1. CALL TO ORDER AND DECLARATION OF A QUORUM**

Chair Tom Kloster declared a quorum and called the meeting to order at 9:33 a.m.

## **2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBER**

Mr. Ted Leybold of Metro provided an update on the Regional Travel Options (RTO) workgroup. The RTO workgroup was formed over the past year to make recommendations on sub allocations of grant process and the system management operations grant process. The group has discussed grant criteria for the new strategic plan that was recently adopted. The next meeting, which may be the last, will be held on August 20, which will develop the recommendation for the TPAC, JPACT approval.

Chair Tom Kloster noted that Ms. Joanna Valencia would be representing Multnomah County but has not officially been appointed. Ms. Nancy Kraushaar has returned to TPAC but is now representing the City of Wilsonville but still Cities of Clackamas County.

Ms. Carol Gossett noted that the City of Portland has adopted a resolution for the development of the Sullivan's Gulch Biking Trail. Ms. Gossett recognized Paul Smiths contribution to making the project happen.

## **3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS**

There was none.

## **4. CONSIDERATION OF THE TPAC MINUTES FOR JUNE 29, 2012**

MOTION: Ms. Lainie Smith moved, Mr. Scott King seconded, to approve the Transportation Policy Alternatives Committee (TPAC) minutes for June 29, 2012.

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

## **5. PORTLAND METRO AREA SCENARIO PLANNING.**

Mr. Bob Cortright of the Department of Land Conservation & Development (LCDC) discussed a draft Metropolitan Scenario Planning Rule by the LCDC. House Bill 2001 mandated that the LCDC shall by the end of 2012 adopt a rule that provides guidance to Metro and area local entities about when to adopt amendments to preferred scenarios to meet GHG reduction targets and when local governments need to amend plans to meet those reduction targets and when to update plans. The LCDC attempted to adopt these rules without creating new procedures on Metro or local governments. The LCDC convened a Rulemaking Advisory Committee (RAC) to tailor this rule to the area and to be informed on the work of the climate smart scenarios. Mr. Cortright explained how scenarios updates would go along with the UGB update process. On September 20<sup>th</sup> The LCDC will hold a public hearing in Salem and another hearing on September 19<sup>th</sup> in Portland. Chair Kloster noted that at the August TPAC meeting Metro Staff would ask whether the committee wants to draft comments on the rules.

The committee discussed the following items:

- Committee members appreciated the LCDC for reaching out to the RAC members.
- Members asked when the review of the targets would take place. Mr. Cortright stated that the review of the targets is scheduled for 2015.

## **6. SUSTAINABLE TRANSPORTATION ANALYSIS & RATING SYSTEM (STARS)**

Mr. Peter Hurley of the Portland Bureau of Transportation and Ms. Kelly Rodgers of the Sustainable Transportation Council provided a presentation on Sustainable Transportation Analysis & Rating System

(STARS). STARS is a performance-based process for developing, analyzing, rating and comparing outcome based transportation plans and projects. STARS was developed by the Portland (OR) Bureau of Transportation, the North American Sustainable Transportation Council (STC) and the Santa Cruz County Regional Transportation Commission. STARS is a voluntary, national system for use by public agencies and private consultants to simplify alternative analysis and decision making. STARS intends to improve transportation outcomes by certifying and rewarding performance, much in the way LEED and the Living Building Challenge are improving building performance. STARS is designed to improve the Triple Bottom Line performance of transportation plans and projects, specifically to: Improve safe, affordable, healthy and equitable access to jobs, school, housing and goods; Cut petroleum use and greenhouse gas emissions; Provide local and regional economic benefit while reducing transportation capital and operating costs.

The committee discussed the following items:

- The committee asked about the factor of “Speed Consistency” in relation to the Columbia River Crossing. Mr. Hurley briefly explained technical aspects of the Speed consistency factor.
- The committee asked how the program compares to envision tools. Mr. Hurley noted that envision was similar the STARS but STARS is backwards forecasting and uses less adjustable factors.
- The committee discussed the factor of “Vehicle Miles Traveled” and how the program will have to changes with vehicle electrification. There are other key components to VMT other than fuel consumption such as health and equity.
- The committee discussed the scale that STARS program can be used. The program was designed for corridor and larger projects. It is being tested in places like bike corridors but may not be appropriate for a project such as an intersection.

## **7. STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM UPDATE**

Mr. Leybold and Mr. Windsheimer provided an update on the proposed STIP process changes the OTC is considering. In response to direction from the Governor’s office, ODOT staff has put together a proposal to the OTC for feedback and direction. The proposal would put all STIP allocations into two large categories, “Fix It” and “Enhance it”. At the July OTC meeting, the commission the “Fix it” section of the proposal to move ahead while the “Enhance it” section is still under further OTC consideration. ODOT staff will work to balance out federal funding requirements. The OTC is considering changes of the allocation process for Region I. Mr. Windsheimer overviewed three possible changes to Region I to include; keep the current process; JPACT continuing to be the allocation body in the Metro region while ODOT holds its own process outside of the MPO; The creation of an ACT or ACT like body for the entire Region I. Pat Egan will come to a special JPACT meeting to have a conversation with the local elected officials to discuss how the changes will work.

The committee discussed the following items:

- Some members expressed concern that the creation of an ACT for all of Region I would unfairly dilute the population of the Portland Metros representation given that the Metro area holds the vast majority of the Region I population.
- The committee discussed cross eligibility of the proposed two categories. Mr. Windsheimer noted that “fix it” category would still have community involvement in decision-making and that “Enhance It” money can be used to leverage “Fix It” projects.
- Members stated they were relieved that the time line was moved back to give jurisdictions more time to comment and prepare applications.

- It was noted that Transportation and Growth Management, State Planning Congestion Mitigation and Air Quality and IOF funding remained separate from the two categories.
- Committee members asked why Intelligent Transportation Systems funds were in the “Fix it” categories.

**10. ADJOURN**

Chair Kloster adjourned the meeting at 11:25 a.m.

Respectfully submitted,



Marcus Week  
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JULY 27, 2012  
The following have been included as part of the official public record:

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
2	Email	07/24/12	NEEA LED streetlights article	072712t-01
4	Minutes	07/20/12	June 19 TPAC Minutes	072712t -02
5	Chart	07/27/12	Summary of Proposed Scenario Planning Process for Portland Metropolitan Area	072712t -03
6	PPT	07/27/12	Sustainable Transportation and Analysis Rating System	072712t -04
7	Handout	7/12	New funding allocation and project selection Timeline for 2015-2018 draft	072712t -05
7	Handout	6/11/12	Draft Multi-Modal transportation program/project Application	072712t-06