



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
August 31, 2012
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Andy Back
Karen Buehrig
David Eatwell
Elissa Gertler, Chair
Carol Gossett
Heidi Guenin
Nancy Kraushaar
Katherine Kelly
Scott King
Alan Lehto
Margaret Middleton
Karen Schilling
Satvinder Sandhu
Paul Smith
Rian Windsheimer

AFFILIATION

Washington County
Clackamas County
Community Representative
Metro
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.
Multnomah County
Federal Highway Administration
City of Portland
Oregon Department of Transportation

MEMBERS EXCUSED

Chris Beanes
John Hoefs
Nancy Kraushaar
Dean Lookingbill
Dave Nordberg
Charlie Stephens
Sharon Zimmerman

AFFILIATION

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

ALTERNATES PRESENT

Lainie Smith

AFFILIATION

Oregon Department of Transportation

STAFF: Ted Leybold, Daniel Kaempff, Tom Kloster, Robin McArthur, Lake McTighe, John Mermin, Josh Naramore, Kelsey Newell, 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 9:36 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBER

Mr. John Mermin of Metro provided an update on the Regional Transportation Functional Plan - Extension and Exemption processes. The RTFP is part of Metro Code and implements the policies

contained in the Regional Transportation Plan. During the Spring of 2012 Metro adopted a streamlined process for exemptions and extensions to be issued by its COO. To efficiently handle the large volume of requests for extensions and exemptions, Metro staff has proposed a batched process, whereby jurisdictions submit requests during designated windows this Fall. Metro Staff is requesting that extension requests be submitted in the first two weeks of October.

Chair Gertler noted that it is time for TPAC Community Representative Recruitment. There are a couple of vacancies and expiring terms. Chair Gertler asked the committee what membership the committee members thought would add value to TPAC. Members stated that they wanted representatives from the freight community, health and equity, and the business community.

Mr. Andy Back discussed the RTO sub-allocation process. Mr. Back noted that it was his sense that JPACT members may have concern over the RTO programs as opposed to using funds to build things. In the earlier discussion on an unspecified allocation to local jurisdictions, the perception of the strategic plan process was that the local allocation would be significant, 50 percent or more. Mr. Back stated that he heard that at the RTO sub-committee level was not talking about a 50 percent figure. Mr. Back stated that if the proposal brought to JPACT did not commiserate with the local expectation was, the process might stall. The local share figure may need to go back to the JPACT beforehand.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There was none.

4. CONSIDERATION OF THE TPAC MINUTES FOR JULY 27, 2012

The committee noted that Lynda David was not at the meeting but was marked present in the minutes. The committee also noted a few typos in the document.

MOTION: Mr. Alan Lehto moved, Mr. Paul Smith seconded, to approve the Transportation Policy Alternatives Committee (TPAC) minutes for June 29, 2012.

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

5. AMEND THE 2012-13 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD THE OR8/OR47 INTERSECTION

Mr. Josh Naramore of Metro introduced Resolution No. 12-4366. Resolution No. 12-4366 if adopted would amend the fiscal year 2012-13 unified planning work program (UPWP) to add funding for the OR8/OR47 intersection improvement project. This resolution is an amendment to the FY 2012-13 UPWP to add the OR 8/47 intersection improvement project. This project was awarded regional flexible funds by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council and was adopted as part of the 2012-15 Metropolitan Transportation Improvement Program (MTIP) by Resolution 12-4332

MOTION: Mr. Andy Back moved, Mr. Paul Smith seconded, to recommend that JPACT Approve Resolution No. 12-4366.

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

6. POSSIBLE COMMENT LETTER ON THE PORTLAND METRO AREA SCENARIO PLANNING

Mr. Tom Kloster of Metro discussed the possibility of forming a comment letter to Land Conservation and Development Commission (LCDC) on the Proposed Administrative Rules for Portland Area Land Use and Transportation Scenario Planning. The proposed rules would require Metro - in coordination with area local governments and other agencies – to develop, evaluate and cooperatively select a preferred land use and transportation scenario for meeting state adopted targets for reducing greenhouse gas emissions from light vehicle travel by 20 percent by the year 2035. Mr. Kloster will be testifying at the LCDC hearing on September 20. There will be a hearing with one member of the LCDC on September 19 at the metro regional center. Mr. Kloster will report to TPAC once the rule has been approved.

7. PROPOSED 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM PROCESS AND SCHEDULE

Mr. Ted Leybold of Metro introduced the proposed 2015-18 Metropolitan Transportation Improvement Program (MTIP) program process and schedule and the new MTIP project manager Mr. Naramore. The Portland metropolitan region is preparing to prioritize transportation projects and program activities in developing the 2015-18 MTIP. The Regional Flexible Funds Allocation (RFFA) process is the Metro and JPACT administered allocation conducted as part of the development of the MTIP. Recent changes to the ODOT Statewide Transportation Improvement Program (STIP) have accelerated the Metro process for developing the next MTIP and RFFA. JPACT will have \$98.56 million to allocate as part of the 2016-18 RFFA. Using the 2014-15 Regional Flexilbe Fund allocation to projects and programs as a baseline, the 2016-18 RFFA process will have an additional \$37.78 million to allocate. Metro staff is seeking policy direction from the JPACT at their September meeting on the development of the MTIP, allocation of the regional flexible funds and direction on coordinating with the STIP process. Mr. Naramore proposed four questions to the committee to frame for JPACT:

- How to Coordinate between STIP and MTIP processes?
- How JPACT can provide input to the STIP and the proposed STIP Committee?
- In allocating the additional \$37 million of RFFA funding, does JPACT wish to continue existing RFFA policy framework with some adjustments?
- Are there regional needs that are not currently addressed in the 2015-18 MTIP proposals?

The committee discussed the following items:

- The committee members clarified why MTIP was from years 2016-18. The MTIP will be a three-year allocation concurrent with the STIP.
- Committee members requested a side-by-side comparison between the STIP and MTIP schedule. Staff will prepare a comparison table for JPACT. Members stressed the desire to consider projects that may of just missed making it though one process, high on the other process.
- Members questioned if the proposed ODOT Region 1 STIP Committee would have the authority to use MTIP Funds. The \$98 million RFFA will stay within the Metro boundary. While there are two separate funding sources, there may be a shared conversation on prioritization from overlapping membership.
- Committee members reminded the committee that the STIP stakeholder committee is not an ACT and that it should not be referred so to eliminate confusion.
- Committee members noted that the MPO and JPACT are federally mandated and the ACT cannot override the decisions of that body. Other members noted that the conversation between JPACT and the ACT could be used to coordinate and projects but not override the authority of JPACT.
- Members expressed concern on the speed of the STIP changes.
- The committee discussed three different framing options for JPACT for the additional \$37 million in funding.

- Use the existing polices of 25% - 75% ratio between Green Economy/Freight Initiatives and Active Transportation/Complete Streets categories
- Redistribute the funding levels under new policy direction
- Add new project policy categories to possibly include safety, industrial land access, jurisdictional transfers, TIGER building, and Corridor Implementation.
- The committee discussed other lessons learned from the previous allocation process
 - Update criteria based on new work or changing priorities.
 - Not enough funds to execute comprehensive projects.
 - Not able to implement corridor study priorities
 - Process allow to see all projects at once.
 - Projects eligible for funds from different requirements is there a way to make sure you can select joint projects
 - Committee weigh in but not nominating
 - Build on past conversation and plan efforts
 - CMAQ eligibility and performance based
 - Clarify who's making decisions
 - Allow coordination with large private industry

8. OREGON TRANSPORTATION RESEARCH & EDUCATION CONSORTIUM (OTREC) REPORT: CONTEXTUAL INFLUENCES ON TRIP GENERATION

Ms. Miranda Bateschell of Metro introduced Ms. Kelly Clifton of Portland State University (PSU). Ms. Clifton presented the study on Contextual Influences on Trip Generation. Trip Generation represents the state of the practice for estimating impacts of new development. Current data/methods focus on vehicle trips and are heavily biased toward suburban, automobile-oriented locations with no consideration of urban context of new development. OTREC's study attempts to understand the influence that context has on trip generation, with emphasis on desired futures; Develop a consistent approach to adjusting trip generation rates (ITE) in the Portland metropolitan area; and Determine adjustment rates for three specific land uses. The study came up with Urban Living Infrastructure (ULI) a weighted index of density & diversity for retail/service businesses areas with higher densities of desirable business types have higher ULI indices. Information and methods can be used for: Analyzing transportation impacts of new development and establishing planning targets based on desired mode shares.

The committee discussed the following items:

- The committee discussed the applicability of ULI in further works.
- Members encouraged OTREC to continue to look at trip length.

9. ADJOURN

Chair Kloster adjourned the meeting at 12:07 a.m.

Respectfully submitted,



Marcus Week
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR AUGUST 31, 2012

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
7	Handout	08/31/12	Federal and State Capitol Investments in Portland metro area	083112t-01
7	PPT	8/31/12	2015-18 Metropolitan Transportation Improvement Program	083112t -02
7	Chart	08/16/12	OTC to Washington County on STIP	083112t -03
8	PPT	08/31/12	OTREC Contextual Influences on Trip Generation	083112t -04