



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
September 28, 2012
Metro Regional Center, Council Chamber

MEMBERS PRESENT

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

AFFILIATION

Washington County
Clackamas County
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.
Oregon Department of Environmental Quality
Federal Highway Administration
City of Portland
Community Representative
Oregon Department of Transportation

MEMBERS EXCUSED

David Eatwell
John Hoefs
Dean Lookingbill
Karen Schilling
Sharon Zimmerman

AFFILIATION

Community Representative
C-TRAN
Southwest Washington Regional Transportation Committee
Multnomah County
Washington State Department of Transportation

ALTERNATES PRESENT

Lynda David
Joanna Valencia

AFFILIATION

Southwest Washington Regional Transportation Committee
Multnomah County

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

Chair Gertler noted that there was information in the meeting packet concerning Oregon passenger rail. Comments can be submitted until the end of October.

Chair Gertler reminded the committee that TPAC citizen member recruitment is currently underway. Current members are encouraged to reapply. Chair Gertler encouraged members to spread the word on the recruitment efforts.

Josh Naramore of Metro shared that Southwest Washington Regional Transportation and Metro are undergoing a certification by the Federal Highway administration and the Federal Transit Administration. The process happens every four years. The committee was encouraged to contact Mr. Naramore or Mr. Sandhu with any questions.

Mr. Rian Windsheimer provided an update to the changes in the STIP process. Mr. Windsheimer provided a list of the STIP project selection committee nominations. The OTC held an open house for applications for STIP projects which is now open.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There was none.

4. CONSIDERATION OF THE TPAC MINUTES FOR AUGUST 29, 2012

MOTION: Mr. Windsheimer moved, Ms. Katherine Kelly seconded, to approve the Transportation Policy Alternatives Committee (TPAC) minutes for August 28, 2012.

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

5. EXPANDED NATIONAL HIGHWAY SYSTEM (NHS) DESIGNATIONS FROM MAP-21

Mr. Tom Kloster of Metro introduced the expansion of National Highway System (NHS) designations from MAP-21. Metro has submitted comments as well as several local jurisdictions. Mr. Sandhu explained the background of the Expansion of the NHS, where all principal arterials will now be a part of the Enhanced NHS. States, MPOs and Local jurisdictions were given the opportunity to submit changes to their arterial designations before the deadline of October 1st. There were a lot of request to downgrade arterials made and the FHWA will conduct a thoughtful process to decide if the requests are warranted. Mr. Sandhu stated that the designation should be based on the function of the arterial. The obvious requests would be granted but the less obvious request will go through a thoughtful process. One reason why the FHWA did not grant requests wholesale is that the enhanced NHS will have a considerable amount of funding. With the NHS explanation Oregon will add an additional 600 miles to the NHS. Mr. Kloster mentioned that ODOT is convening a working group to work on this issue. The issues is the funding source from the NHS and the design implications. ODOT would be looking design exemptions.

The committee discussed the following items:

- Members noted the short notice, 48 hours, to submit comments and the speed of changes.
- Members discussed what constitutes a principal arterial. Streets such as West Burnside was listed as a principal arterial which would be a concern for the City of Portland.
- Members expressed concern that design implications of the NHS that could be imposed on city streets that could affect safety features and transit lines.
- Members weighed the benefits and concerns with expansion of the NSH and advocated for a rational process.

6. IMPLEMENTING THE REGIONAL TRANSPORTATION SAFETY PLAN RECOMMENDATIONS

Mr. Naramore introduced the implementation of the Regional Transportation Safety Plan (RTSP). Since fall 2009, responding to a Federal Highway Administration recommendation, Metro has been working with the Regional Safety Workgroup to better integrate safety into the transportation planning process. The Workgroup recently completed a RTSP, the first of its kind for this region with the goal to help the region meet the RTP target for reducing fatalities and serious injury crashes. Staff has been working with local partners and staff from other MPOs in other regions in drafting a proposal to effectively begin to reduce fatalities and severe injuries on the regional transportation system. Staff has been working with federal, state and local partners to identify potential resources to fund the safety pilot program. Recent changes to ODOT STIP process and 2015-18 MTIP process have accelerated the timeline for being able to apply for state and federal resources to support the Regional Safety pilot program. Metro staff will be engaging JPACT at their October 11 on implementation of the safety plan recommendations and TPAC will be asked to provide input on how to frame the JPACT discussion.

The committee discussed the following items:

- The committee discussed the intricacy and benefits of upgrading street lighting and programs/incentives to fund LED upgrades.
- Members recommended that new projects might have a portion of the project set aside for a safety piece as well as a soft side of safety such as education and enforcement.
- Members asked why there were six facilities singled out for improvements. Six facilities is a starting point, which would hopefully expand further.
- Members expressed concern that the \$5.183 million would not be enough money to implement the plan.
- Members expressed concern in starting the RTSP as a pilot program and suggested integrating safety into other programs.
- Members suggested that the RTSP be decided on until after the MTIP process.
- Members suggested providing options for implementation alternatives.

7. DIRECTION ON THE 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Ted Leybold of Metro Introduced the MTIP discussion. Metro staff received policy direction from the Joint Policy Advisory Committee on Transportation (JPACT) at the September 13 meeting on the development of the MTIP, allocation of the regional flexible funds and direction on coordinating with the STIP process. Mr. Naramore asked the committee to provide input and direction on how to frame the 2016-18 regional flexible fund allocation (RFFA) policy direction for the October 11 JPACT discussion. At the September 13 JPACT meeting, Metro staff presented three options for how to spend the \$37.78 million: Option 1, invest using the same 75-25 percent split the region did in 2010; Option 2, split the money by different percentages; Option 3, invest in those two categories and some new project categories. JPACT directed Metro staff to work with TPAC to further refine a policy direction around Option 3 to include the development of a Regional Economic Opportunity Fund. This fund would support projects that focus on economic opportunity, take a system wide approach, leverage private sector investments, implement corridor plans, and focus on access to industrial lands.

The committee discussed the following items:

- Some members expressed concern with the way the August TPAC meeting on the MTIP was characterized to JPACT on September 13. Some members wanted a discussion on which of the three options to support. Staff responded that JPACT gave direction for TPAC to specifically provide policy refinement around Option 3.
- Some members supported Option 1 while other members supported staff proposal for Option 3. The committee debated the benefits of each option but there was not a consensus.
- Members suggested changing the name of Regional Economic Opportunity Fund to something such as Regional Opportunity Fund.
- Mr. Windsheimer provided a list of ideas for the RFFA that include, Job creation/TIGER application/access to industrial lands, corridor safety improvements, jurisdictional transfers and implementation of regional plans. Some members were strongly opposed jurisdictional transfers.
- Members expressed concern for longer-term implications of flexible fund decisions especially after the economy heals.
- Members discussed what the options the committee could provide with Option 3. Metro Staff noted that it was too early to divide monetary figures.
- Members discussed job creation figures. Some members expressed concern that job creation figures are flawed while other members noted that examples of job creation success and leveraging investments.
- The committee discussed the need to give flexibility in the RFFA to fund multiple types of projects.

MOTION: Mr. Smith moved to recommend that JPACT adopt Option 1, to use the pre-described 75-25 percent split for the additional 2016-18 regional flexible fund allocations of the 2015-18 MTIP.

ACTION TAKEN: With no second, the motion failed

Metro Staff asked members for a show of hands for which of the three options they would support. Some members stated that they would need to consult with constituents before a vote. Other members had left the meeting at this time. No vote was convened.

Mr. Naramore stated that he would report to JPACT that TPAC considered Option 1 and Option 3 (with noted input on the Regional Economic Opportunity Fund) however; there was not a consensus of which of the two options TPAC committee members supported.

9. ADJOURN

Chair Gertler adjourned the meeting at 12:15 p.m.

Respectfully submitted,



Marcus Week
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR SEPTEMBER 28, 2012

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
2	Flyer	09/28/12	Comments on FTA/FHWA Certification	092812t-01
2	List	09/28/12	Nominations for the Region 1 2015-2018 STIP Project Selection Committee	092812t-02
6	Report	05/11/12	Regional Transportation Safety Plan	092812t-03
6	PPT	09/28/12	Regional Transportation Safety Plan - Implementing the Recommendations	092812t-04
7	Flyer	09/28/12	ODOT - MTIP programming Options for TPAC Consideration	092812t-05