



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
November 30, 2012
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Karen Buehrig
Carol Gossett
Heidi Guenin
Nancy Kraushaar
Katherine Kelly
Alan Lehto
Margaret Middleton
Satvinder Sandhu
Karen Schilling
Paul Smith
Charlie Stephens

AFFILIATION

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

MEMBERS EXCUSED

Andy Back
David Eatwell
Elissa Gertler, Chair
John Hoefs
Scott King
Dean Lookingbill
Dave Nordberg
Rian Windsheimer
Mike Clark

AFFILIATION

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

ALTERNATES PRESENT

Clark Berry
Lynda David
Robin McArthur, Chair
Kathryn Williams
Lainie Smith

AFFILIATION

Washington County
Southwest Washington Regional Transportation Committee
Metro
Port of Portland
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 Robin McArthur 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 briefly announced that Metro will be accepting RTP amendments in early 2013. Mr. Mermin will come back on January 4 to TPAC. Members requested an official notice. Projects submitted must be already studied projects such as the East Metro Connection Plan.

Chair McArthur recognized departing citizen representatives Ms. Heidi Guenin and Mr. Charlie Stephens. Chair McArthur also introduced new Citizen Members for 2013 Mr. Adrian Esteban, Ms. Heather McCarey, Ms. Cora Potter, Mr. Steven J. Entenman and Mr. Jeffrey Swanson.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There was none.

4. CONSIDERATION OF THE TPAC MINUTES FOR OCTOBER 26, 2012

MOTION: Mr. Windsheimer moved, Mr. Alan Lehto seconded, to approve the Transportation Policy Alternatives Committee (TPAC) minutes for October 26, 2012.

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

5. OREGON PASSENGER RAIL UPDATE

Scott Richman of David Evans and Associates Inc. presented an update on the Oregon Passenger Rail. The purpose of the Oregon Passenger Rail Project is to improve the frequency, convenience, speed and reliability of passenger rail service along the Oregon segment of the federally-designated Pacific Northwest Rail Corridor. Federal Railroad Administration (FRA) and Oregon Department of Transportation (ODOT) Study options to improve passenger rail service between Eugene-Springfield urban area and Columbia River north of Portland metropolitan area. With the completion of the purpose and needs statement, a of broad range of alternatives will be drafted, which will be measured against against the purpose and needs statement. After a scoping process, the project will undergo a Tier 1 Environmental Impact Statement.

The committee discussed the following items:

- Members discussed when JPACT should weigh in on the preferred alternatives. Members questioned why it was recommended by Metro staff to wait until after the screening process to comment. Other members noted it might be difficult logistically to obtain comment with the changes in administrations at the start of the New Year.
- Members expressed concern about the route the rail would take through the Metro Region. The City of Portland expressed concern about some individuals advocating to rout the train to the Portland Airport and not the central city.
- Members asked how reliability and predictability of travel time would be considered in the plan.

6. 2013-15 UNIFIED PLANNING WORK PROGRAM

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year. As part of the UPWP process Metro is proposing to develop a two-year document for fiscal years (FY)

2013-14 and 2014-15. A new UPWP document would be developed every other year. In the interim years, Metro staff would take through a comprehensive list of updates and amendments through TPAC, JPACT and Metro Council.

The committee first discussed the following items:

- Members recommended to more clearly define the difference between TSMO and RTO projects.
- Members asked if the Bi-State commission was still a part of this process. The Bi-State commission has stopped convening as part of the Colombia River Crossing but the staff still coordinates planning activities.
- Members asked about how MAP-21 would affect various work plans and the UPWP. Chair McArthur suggested providing a briefing on Map-21.

7. 2016-18 REGIONAL FLEXIBLE FUNDS SOLICITATION PACKET

Mr. Josh Naramore and Ted Leybold of Metro discussed the Regional Flexible Funds Solicitation Packet. Every two years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council decide how to spend federal transportation money known locally as the Regional Flexible Funds. Metro Resolution No. 12-4383 adopted the policy framework that affirms the two-step allocation process, establishes new project focus areas, sets funding targets, and directs the development of a new collaborative process for nominating projects for funding. Step 1 is the process to set funding levels for region-wide programs. Step 2 is the process to allocate funds to locally generated projects. Step 3 was created by JPACT in September of 2012 and established a Regional Economic Opportunity Fund (REOF). The REOF is targeted at larger projects (\$5-\$10million) that are difficult to fund at the local level and through the Step 2 Community Investment process. The REOF is modeled after the federal TIGER program and uses similar policy criteria. JPACT Members agreed to submit a 100 percent list of project costs to available funding from the group of eligible entities (Clackamas County coordinating committee, City of Portland, East Multnomah County coordinating committee, Port of Portland, TriMet, and Washington County coordinating committee).

The committee first discussed the following items:

- Members requested that Metro staff release information on equity and safety criteria. The Equity piece is available now but the safety information will not be available until January.
- Members inquired about how other MPOs distribute flexible funds and how much the MPOs support planning of their local cities. There is a variety of way other MPOs do so and differing levels of sophistication.
- Members asked for clarification on public commenting. Local coordinating committees are responsible for conducting public outreach and will be required to hold a public meeting prior to the policy board's recommendation. Metro will provide public outreach support on its website.
- Members asked if the City of Portland could be allowed to submit a 100 percent list on March 15. Metro Staff stated that would not meet federal guidelines for a competitive process but would consult with the FHWA to confirm.

8. REGIONAL TRAVEL OPTIONS GRANT CRITERIA

Mr. Dan Kaempff of Metro discussed the Regional Travel Options (RTO) 2013-2015 grant criteria. The criteria reflect changes to the RTO program goals and objectives as adopted by JPACT and Metro Council through the 2012-2017 RTO Strategic Plan (Resolution 12-4349). Specific changes to the criteria

reflect emphasis on how proposed projects deliver Triple-Bottom Line outcomes in the areas of improving Social Equity, the Economy and the Environment, leverage existing investments in infrastructure and service, or help fill needs in areas where infrastructure or service is lacking. Grant proposals are due to Metro on February 22, 2013. Through a series of TPAC work group meetings held last summer, 30 percent of \$2.1 million in grant funds has been identified for local targets. Targets for the four sub-regions (three counties and City of Portland) have been established based on population + employment.

The committee discussed the following items:

- Members inquired about the CMAQ matching funds from MAP-21. The percentage could possibly be higher than the 10.27 percent up to 20 Percent.
- Members discussed who might serve on the selection committee.
- Members discussed how the timeline could be altered to give the local jurisdictions time to provide prioritization input. Staff stated that they would look at the timeline. Members also recommended to simplify the application and limit words.
- Members asked about what portion of funding would be guaranteed.
- Members suggested refining the grading scheme and lowering the overall available points to simplify the rating.
- Members inquired how TMAs would be supported under the new plan. Staff stated that Metro would work with the jurisdictions to help TMAs create projects.
- Committee members expressed concern with the amount of money that East Multnomah County will receive.

9. ADJOURN

Chair McArthur adjourned the meeting at 11:45 p.m.

Respectfully submitted,



Marcus Week
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR NOVEMBER 30, 2012

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
2	PPT	11/30/12	Oregon Passanger Rail	113012t-01
2	Handout	11/29/12	Draft 2013-15 UPWP	113012t-02
6	PPT	11/30/12	2016-18 Regional FlexibleFunds Allocation (RFFA) Solicitation Packet	113012t-03

6	PPT	11/30/12	2013-2015 RTO grant program	113012t-04
7	Handout	11/30/09	Cities of Wash Co. Comment on RTO Grant Criteria	113012t-05