



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
March 1, 2013
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Karen Buehrig
Steve Entenman
Adrian Esteban
Carol Gossett
Nancy Kraushaar
Katherine Kelly
Heather McCarey
Margaret Middleton
Dean Lookingbill
Cora Potter
Satvinder Sandhu
Jeff Swanson
Chris Deffebach
Mike Clark
Elissa Gertler, Chair
Scott King
Alan Lehto
Karen Schilling
Paul Smith
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.
Community Representative
City of Beaverton, representing Cities of Washington Co.
Southwest Washington Regional Transportation Council
Community Representative
Federal Highway Administration
Community Representative
Washington Co.
Washington State Department of Transportation
Metro
Port of Portland
Trimet
Multnomah Co.
City of Portland
Oregon Department of Transportation

STAFF: Andy Cotugno, Kim Ellis, Elissa Gertler, Mike Høglund, Tom Kloster, Evan Landman, Ted Leybold, Robin McArthur, Kelsey Newell, Ramona Perrault.

1. Call to Order and Declaration of a Quorum

Chair Elissa Gertler called the meeting to order and declared a quorum at 9:30 a.m.

2. Comments from the Chair and Committee Members

- Mr. Rian Windsheimer of ODOT let the group know that the STIP committee reached consensus on their 150% list at the last meeting. These projects will now be the subject of increased technical analysis, in advance of the narrowing to the 100% list by October 4th.
- Mr. Tom Kloster of Metro introduced Ms. Grace Cho, who is taking on the Air Quality Conformity program. Ms. Cho updated TPAC on the TCM substitution process. At the last

meeting, TPAC gave its blessing to undergo a TCM substitution process. One of the proposals at that meeting was to find a way to incorporate into the measure the advancements in fuel efficiency and vehicle emissions technology in newer automobiles. Based on consultation with DEQ and EPA, it is recommended that the region not pursue that option due to limited data availability.

- Mr. Ted Leybold of Metro updated the group of the RTO grant program for the next two fiscal years. The deadline for applications was last Friday, February 22. 25 eligible applications were received, representing \$3.7 million in requested funds. \$2.1 million is available in this grant cycle. Of the applications received, 10 came from non-profits, 5 from TMAs, 3 from educational institutions, and 7 from governments. 11 of the applications were from first-time applications. The grant selection process begins this week. A five-person committee (including TPAC member Adrian Esteban) will make their final selections by April 5th, and the list will be released April 10th. After July 1st, successful projects will move into contracts.
- Mr. Rian Windsheimer of ODOT led a discussion of the recommended expressway classification modifications. ODOT Region 1 staff developed a list of segments for recommended expressway segments, which has been released to the public and will be presented to OTC at its public hearing March 20th, with final action on April 17. Members asked for clarification regarding expressway and other reclassification efforts. There is a comprehensive review every ten years following the census. This is particularly significant in the upcoming review because following MAP-21, every principal arterial has been incorporated into the National Highway System. Mr. Kloster mentioned that Metro staff had planned to address this as part of the RTP updated next year. A more detailed report will be delivered to TPAC in April or May.
- Mr. Kloster provided information on the RTP Update. This will go to JPACT in April and the Metro Council in May. MPAC has been added to this track as well, because the amendment relating to the East Metro Connections Plan falls into statewide requirements as an ordinance which requires MPAC and MTAC action.

3. Citizen Communications to TPAC Agenda Items

There were none.

4. Consideration of the TPAC Minutes for Jan. 25, 2013

Motion: Mr. Paul Smith moved and Mr. Alan Lehto seconded to approve the TPAC Minutes for Jan. 25 with no corrections.

Result: With all in favor, motion passed.

5. Climate Smart Communities Scenarios Project: Investment Choices – INFORMATION/DISCUSSION

Ms. Kim Ellis of Metro presented on the Climate Smart Communities (CSC) Scenarios Project. Adopted by the Oregon Legislature In 2009, HB 2001 directed the region to conduct scenario planning aimed at reducing greenhouse gas (GHG) emissions from small cars and trucks. This effort has been framed around that target as well as a broader set of regional outcomes (clean air and water, equity, etc). The work to date has focused on land use and transportation strategies that can help address this. The first phase of the project began in 2011 and resulted in an analysis of 144 different scenarios and the Phase 1 Findings Report that was submitted to the Oregon Legislature in January 2012. Throughout 2012, the CSC project shared the Phase 1 findings with local elected officials and conducted workshops with business, environmental, health, and equity leaders, looking at the strategies in each scenario from angles other than the GHG target mandated by the legislature. Two reports delivered in summer 2012 are available on the CSC website. Currently the CSC project team is seeking input on three scenarios to be tested this summer, included key assumptions and the research questions to answer to provide information for policy makers to discuss next fall. The result of the summer evaluation and subsequent fall discussion will shape what strategies should be included in the preferred scenario. Ms. Ellis explained that they hope to have general agreement on elements to include in the preferred scenario for evaluation using ODOT's Green Step model and the regional travel demand model by March 2014. This would allow further consultation with local governments between March and August 2012, with a final public comment period to be held in Fall 2014 before the Metro Council considers adoption in December, 2014.

The three scenarios being considered are:

- Scenario A: Recent Trends – What if the region implements adopted plans with existing revenues reflecting funding trends of the past decade?
- Scenario B: Adopted Plans – What if the region implement adopted plans and raise new revenues as called for in the RTP?
- Scenario C: New Plans and Policies – What if the region is able to more fully achieve adopted and emerging plans, and pursues new policies and revenues to meet GHG emissions reduction targets and achieve other goals?

These three scenarios were developed based on findings from the 144 scenarios tested in Phase 1 and subsequent stakeholder and technical work group discussions. More than 90 of the 144 scenarios met or exceeded the state's GHG reduction target. One of the key findings so far has been that if jurisdictions achieve their adopted plans, include the state's baseline assumptions about clean fuels and technological advances , the region would meet the target of 20% below 2005 levels per capita. However, the state's fleet and technology assumptions are very robust, and the fundamental problem remains that current revenues are not sufficient to achieve adopted plans.

TPAC member discussion included:

- Members discussed the funding outlook included in the scenarios. Mr. Paul Smith of the City of Portland mentioned that many jurisdictions are dealing with the prospect of less funding, not more. Scenario A presents a condition of flat funding and no transit growth, maintaining today's level. The project team felt that if something like the 70% cuts forecast by TriMet

assuming no change to their union contract were to happen, something more dramatic would happen, and CSC staff did not want to be overly pessimistic.

- TPAC discussed how CSC has engaged the public. Public opinion research was conducted early in the process, and additional engagement has focused on local government staff, elected officials and community and business leaders. An online OptIn survey will be conducted this spring. Public engagement has been limited pending having more information about the tradeoffs and choices from an fiscal, equity, environmental and economic perspectives. CSC does not anticipate holding open houses, but there will be more opportunities for on-line engagement in the fall. There have not been community representatives recruited to participate in the CSC Technical Work Group, but former TPAC community representative Mara Gross is a member of the technical working group for the project. Ms. Ellis explained that the focus has been on the technical work of building the model, and not necessarily community engagement, because they have been focused on technical details and not shaping policy. In addition, all information developed by the technical work group has been brought forward to the technical and policy committees.
- TPAC members asked about how CSC scenarios relate to the Regional Active Transportation Plan (ATP). They propose that ATP recommendations be folded into Scenario C.
- The committee considered the CSC scenarios from an economic standpoint. Members suggested that whichever scenario the region's development most closely resembles, it will be important to avoid taking action that puts it at an economic disadvantage. Members asked Metro staff to consider how scenarios described in this research might affect the economy and communities around the region. Ms. Ellis explained that economic and other information beyond GHG emissions reduction will be considered as part of the evaluation of the three scenarios in the next phase of the project.

6. Household Travel Survey – INFORMATION

Mr. Bud Reiff of Metro presented on the new Household Travel Survey, using data from 2011 and 2009. The last survey of this kind was done in 1994. Mr. Reiff shared information on some of the key trends observed in the data collected in the survey.

Key trends described in the study include declining auto use, shorter travel distances, increased bike use in the Portland area, increased transit use throughout the region, and increased walk trips in most of the region. The percentage of home-based work trips made by car has decreased since 1994, the average auto trip distance is down .5 miles, and average daily VMT has dropped more than 10%. Staff are also using this data in an effort to model travel choices based on urban form. Mr. Reiff cautioned that this survey is a snapshot of thousands of travel choices in the region circa 2011, but that the more time passes the less current and accurate it is.

TPAC member discussion included:

- Members considered the role of this study in how they share information on active transportation and transit use in the region, and noted that a way of making the connection with economic vitality would be very useful.

- The committee discussed the prospects for the future growth of interregional travel. Mr. Reiff explained that this study was done in cooperation with partner agencies throughout the state, yielding data on overlapping travelshed, interregional travel (for example, between Salem and Portland), and particularly in trips in ODOT Region 2 included McMinnville and Woodburn. Little analysis of this data has been conducted so far, but the data exists.
- Mr. Paul Smith thanked Mr. Reiff for the information, but expressed his hope that in 20 years regional trips would be decreasing in length, not increasing. He also noted that this would be very useful for the City of Portland to update the cycling data used in their modeling.

7. Presentation of Projects Requested by ODOT for Amendment into the Regional Transportation Plan – INFORMATION

Mr. Kloster introduced Mr. Windsheimer of ODOT to discuss a request for an amendment to the RTP. The proposed project would extend the auxiliary lane of I-5 southbound between the Lower Boones Ferry Road exit and entrance ramps in order to reduce congestion, improve lane balance and travel time reliability, and sustain stable traffic flow, providing a continuous lane from OR 217 to the Nyberg St. exit. Initially, staff were concerned about whether this project would be in conformity with air quality regulations, but analysis has revealed that it is in conformity. Metro staff brought this request to TPAC to ask the question whether or not this project in conjunction with future phases amounts to the creation of a through lane.

Mr. Windsheimer provided background on the project. This area was identified as a recurring bottleneck in the Corridor Bottleneck Operations Study (CBOS) mandated by FHWA. Travel demand model analysis was done to determine whether this improvement would induce demand; ODOT found that this project would facilitate the current trips, but not increase trips.

TPAC member discussion included:

- Mr. Dave Nordberg of DEQ noted that his agency was concerned about the impact of stringing together 2.5 miles of auxiliary lanes, but seeing that the model shows no increase in trips, DEQ has no objections about proceeding.
- Members discussed whether the recently completed Tualatin TSP would change any of the existing conditions addressed here. Mr. Windsheimer said that the new TSP is unlikely to make a major difference, and that this project is a shorter term fix rather than a longer-term fix.

Motion: Mr. Paul Smith Moved and Mr. Jeff Swanson seconded to add this project to the RTP amendment list.

Result: With all in favor, motion passed.

8. ADJOURN

Chair Elissa Gertler adjourned the meeting at 12:03 p.m.

Respectfully Submitted,



Evan Landman
Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
4.	Minutes	3/1/2013	January 25, 2013 TPAC Minutes	030113t-01
2.	Memo	3/1/2013	Air Quality Conformity/Transportation Control Measures Update	030113t-02
2.	Memo	3/1/2013	Pre-Conformity Plan and Draft 2035 Air Quality conformity Determination	030113t-03
5.	Memo	2/27/2013	Climate Smart Communities Scenarios Project-Phase 2 Investment Choices Scenarios Evaluation	030113t-04
5.	Handout	2/26/2013	Climate Smart Communities Scenarios Project	030113t--05
5.	Handout	Spring 2013	The Road to 2040: Choices for our future	030113t-06