



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE  
March 22, 2013  
Metro Regional Center, Council Chamber

**MEMBERS PRESENT**

Alan Lehto  
Carol Gossett  
Chris Deffebach  
Cora Potter  
Dave Nordberg  
Elissa Gertler, *Chair*  
Jeff Swanson  
Karen Schilling  
Katherine Kell  
Margaret Middleton  
Nancy Kraushaar`  
Scott King  
Steve Entenman

**AFFILIATION**

TriMet  
Community Representative  
Washington Co.  
Community Representative  
Oregon Department of Environmental Quality  
Metro  
Community Representative  
Multnomah Co.  
City of Gresham, representing Cities of Multnomah Co.  
City of Beaverton, representing Cities of Washington Co.  
City of Wilsonville, representing Cities of Clackamas Co.  
Port of Portland  
Community Representative

**MEMBERS EXCUSED**

Adrian Esteban  
Dean Lookingbill  
Heather McCarey  
Mike Clark  
Paul Smith  
Satvinder Sandhu

**AFFILIATION**

Community Representative  
Southwest Washington Regional Transportation Council  
Community Representative  
Washington State Department of Transportation  
City of Portland  
Federal Highway Administration

**ALTERNATES PRESENT**

Gary Schmidt  
Lainie Smith  
Lynda David

**AFFILIATION**

Clackamas County  
Oregon Department of Transportation  
Southwest Washington Regional Transportation Council

**STAFF:** Andy Cotugno, Kim Ellis, Mia Hart, Mike Hoglund, Tom Kloster, Joe Montanez, 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 9:36 a.m.

## **2. Comments from the Chair and Committee Members**

Mr. Alan Lehto noted that TriMet has expressed concerns about managing long-term health care costs.

## **3. Citizen Communications to TPAC Agenda Items**

No items were discussed.

## **4. Consideration of the TPAC Minutes for March 1, 2013**

**Motion:** Mr. Alan Lehto moved and Mr. Jeff Swanson seconded to approve the TPAC Minutes for March 1, with 1 correction. Mr. Jeff Swanson noted that Ms. Lynda David was present rather than Mr. Dave Nordberg. Chair Gertler recognized the remark.

**Result:** With all in favor, motion passed.

## **5. 2013-15 Unified Work Program – INFORMATION/DISCUSSION**

Mr. Josh Naramore presented on the 2013 – 2015 Unified 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, beginning on July 1st. Included in the UPWP are detailed descriptions of the transportation planning tasks, listings of various activities, and a summary of the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA and FTA. Additionally, Metro must annually undergo a process known as self-certification to demonstrate that the Portland Metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements. Self-certification is conducted in conjunction with annual adoption of the UPWP.

Metro has developed a two-year UPWP document for fiscal years (FY) 2013-14 and 2014-15. A new UPWP document will be developed every other year. In the interim years, Metro staff will take through a comprehensive list of updates and amendments through TPAC, JPACT and Metro Council. The interim updates and amendments will be packaged with annual MPO self-certification to ensure compliance with federal transportation planning requirements. At the March 22 TPAC meeting, Metro staff will be seeking comments on the document. Action on the 2013 -15 UPWP is scheduled for the April 26 TPAC meeting.

Mr. Naramore stated that comments from TPAC members will be due on April 5<sup>th</sup> and that a final review and recommendation from TPAC will be due on April 26<sup>th</sup>.

Member discussion included:

- Members inquired about the budget and how it relates to freight after having laid off the most recent freight planner. Mr. Tom Kloster stated that the current freight planner actually helped develop the freight plan. He noted that she is focused on being involved in the freight

community. Mr. Kloster also stated that we are being extremely efficient in moving forward with bring freight into the Regional Transportation Plan.

- Members inquired about model activity. Mr. Kloster stated that model activity could be classified in the ongoing projects portion of the document.
- Members inquired as to the increase in revenues in specific areas. Mr. Naramore stated that this increase was attributed to a one-time great, but that it will not be included in the final work plan.
- Members expressed concern in the clarity of certain fund allocations. Mr. Tom Kloster stated that there will be updates to this document.

## **6. Climate Smart Communities: Health Impact Assessment – INFORMATION/DISCUSSION**

Ms. Jae Douglas and Ms. Andrea Hamberg from Oregon Health Authority presented a Health Impact Assessment (HIA) of Phase 1 of the CSC Scenarios project, and provided their recommendation of which strategies would achieve the best health outcomes.

The OHA recommendations apply to the selection of the three Phase Two scenarios to be further tested in 2013, as well as the development and adoption of a preferred scenario in 2014. The HIA will help to support Metro in their consideration of public health and health equity in the selection and implementation of transportation and land use decisions related to GHG reduction policy in the Portland metro region.

All of the policy combinations under consideration in the CSCS project are intended to reduce greenhouse gas (GHG) levels, and may also reduce other air pollutants. Any reduction in air pollution may have positive impacts on health, including reductions in chronic diseases such as asthma or cancer, and acute conditions such as heart attack or stroke.

OHA found that almost all of the policies under consideration could be positive for health, and that certain policies were more beneficial than others. The majority of the health benefits result from increased physical activity, followed by reductions in road traffic crashes and lower exposure to particulate air pollution. Strategies that meet GHG reduction goals by decreasing vehicle miles traveled (VMT) will have the most positive impact on human health by increasing physical activity through active transportation and reducing injuries and fatalities from collisions. Strategies supporting the highest increases in active transportation may also be the most successful in decreasing air toxics emissions and related exposures that result from lower VMT.

OHA strongly recommends the development and implementation of a preferred scenario that meets or surpasses GHG reduction levels set in 2011. For more information, contact Jae Douglas at [jae.p.douglas@state.or.us](mailto:jae.p.douglas@state.or.us).

Member discussion included:

- Members asked for details regarding model assumptions and boundaries. Ms. Hamberg stated that they are extremely confident in their data and that it will be made available in the future.
- In regards to the model used, members asked if the benefits of bicycle activity outweighs the risk of being a bicyclist in the Portland Metropolitan area. Ms. Hamberg stated that the physical benefits of cycling do outweigh the risks and as more bike and pedestrian friendly areas are created, the more safely cyclist will be able to navigate the city.

- Members asked as to how the HIA will be incorporated into land use planning. Ms. Hamberg stated that the HIA will be used for making informed decisions that are not regulatory. She noted that any recommendations made out of this HIA need to be feasible and made in close consultation with Metro.
- Members inquired about mitigating the high costs of implementation. Ms. Hamberg stated that there is a lack of financial data, but this is a substantial investment in public health which is paying for the consequence of preventable disease.

## **7. Climate Smart Communities: Investment Choices Assumptions -DISCUSSION**

Ms. Kim Ellis sought feedback from TPAC on draft assumptions to be tested.

The Climate Smart Communities Scenarios Project will help the region's cities and counties define their goals for the next 20 years. It will show how those goals might help the region reduce carbon emissions. There are many ways we can reduce pollution, create healthy, more equitable communities and nurture the economy, too.

A one-size-fits-all approach won't meet the needs of our diverse communities. Instead, a combination of many local approaches, woven together, will create a diverse yet shared vision for how we can keep this a great place for years to come. With many options available to the region, the next step is to test three potential future ways the region could grow and invest, called scenarios, to see what might work best. Since community investment is such a powerful tool for helping grow jobs and protecting our clean air, the region will consider a range of investment levels - low, medium and high - to demonstrate what communities and the region can accomplish on our current path with existing resources and tools, and what could be accomplished with more.

Ms. Ellis reviewed project accomplishments to date and the 3 investment-based scenarios that will be tested this summer. Staff convened a series of workshops with community leaders on public health, the environment and equity to share information about the project and gather input on the strategies being considered as well as the outcomes that are a priority for the evaluation. The workshops were convened in partnership with Oregon Health Authority, 1000 Friends, Oregon Environmental Council, Coalition for Communities of Color and the Coalition for a Livable Future.

Ms. Ellis explained staff is mid-way through conducting a series of business focus groups in different parts of the region in partnership with the different business alliances and chambers. Similar to the 2012 workshops, the purpose is to share information about the project, hear what businesses are already doing to reduce costs and be more sustainable. In addition, staff worked with local government staff to confirm their locally adopted land use visions using envision tomorrow. Those adopted visions for growth will be the foundation for the scenarios evaluation moving forward. Staff also conducted additional sensitivity testing of the phase 1 scenarios, which showed the top strategies from a GHG reduction perspective are advancements in clean fuels and technology, transit and increases in the cost to drive. All of these activities informed development of the three scenarios presented today.

She reminded members that the purpose of scenario planning is to test a range of potential futures that reflect choices policymakers, businesses and individuals might make to compare and contrast the effects of different levels of investment and policy implementation on public health, economy, environment, equity and GHG emissions. She emphasized that the preferred scenario developed in 2014 may not be 1 of the 3 tested, and is likely to include elements from all three scenarios. All will

be tested in the summer of 2013, so cities, counties and community partners can decide which elements of the three should go forward into one scenario for the region to adopt in 2014.

Ms. Ellis explained the three scenarios are being introduced to MPAC and JPACT this month to build understanding and support among policy makers for the evaluation work ahead. Staff will also begin working in earnest with the technical work group to define the specific modeling assumptions for each scenario – examples are proposed assumptions were included in the meeting materials. A key objective of MPAC and JPACT discussions between now and May is for members to tell staff what information they need from the evaluation to develop a preferred scenario concept next fall. The input provided will help direct the evaluation over the summer.

For more information, visit [www.oregonmetro.gov/climatescenarios](http://www.oregonmetro.gov/climatescenarios).

Member discussion included:

- Members asked which scenarios were possible and which were not necessarily possible. Ms. Ellis suggested maintaining a system in which there is a flat funding source available. She noted working with the legislature to raise the gas tax, implement a VMT tax and a local gas tax.
- Members asked about the possibility of implementing a carbon fee. Ms. Ellis stated that a carbon fee would be revenue neutral. She stated that community engagement will be key in educating people on these scenarios.
- Members mentioned the possibility of a bike tax. Ms. Ellis stated that Oregon is not quite to that point yet.
- Members asked about the addition of a category that focuses on projects with a smaller impact. Ms. Ellis stated that it would be challenging to address those issues and that community design strategies will have the greatest impact.
- Chair Gertler stated that a questions that will keep arising, is how much can we get for the money.
- Members asked about pricing assumptions and when and how they would take effect. Ms. Ellis stated that the model being used has the capacity and ability to implement this in increments. She stated that ultimately, there will be more testing and piloting around the transportation finance issues.
- Members expressed concerns with transit assumptions under the scenarios, specifically that if the majority of funding is spent, there will not be enough funds for a complete transit system in 2035.
- Members asked about the differences in cost for scenarios. Ms. Ellis stated that she can provide a range on what has been done so far.
- Members asked about the verification of the model procedures. Ms. Ellis stated that running the model is the easy part, but processing the findings is always more tough.

## **8. Adjourn**

Chair Elisa Gertler adjourned the meeting at 11:24 a.m.

Respectfully Submitted,



Joe Montanez  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR March 22, 2013**

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

<b><u>Item</u></b>	<b><u>Doc. Type</u></b>	<b><u>Doc. Date</u></b>	<b><u>Doc. Description</u></b>	<b><u>Doc. Number</u></b>
4	Handout	N/A	TPAC Minutes 3/1/13	32212t-01
6	PowerPoint	N/A	CSC Health Impact Assessment	32212t -02
6	Brochure	N/A	CSC Health Impact Assessment	32212t -03