



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
April 26, 2013
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Karen Buehrig
Steve Entenman
Adrian Esteban
Carol Gossett
Nancy Kraushaar
Katherine Kelly
Heather McCarey
Margaret Middleton
Dave Nordberg
Cora Potter
Jeff Swanson
Chris Deffebach
Elissa Gertler, Chair
Karen Schilling
Paul Smith

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.
Oregon Department of Environmental Quality
Community Representative
Community Representative
Washington Co.
Metro
Multnomah Co.
City of Portland

MEMBERS EXCUSED

Mike Clark
Dean Lookingbill
Alan Lehto
Scott King
Satvinder Sandhu
Rian Windsheimer

AFFILIATION

Washington State Department of Transportation
Southwest Washington Regional Transportation Council
TriMet
Port of Portland
Federal Highway Administration
Oregon Department of Transportation

ALTERNATES PRESENT

Ken Burgstahler
Lynda David
Phil Healy
Eric Hesse
Kristen Pennington

AFFILIATION

Washington State Department of Transportation
Southwest Washington Regional Transportation Council
Port of Portland
TriMet
Oregon Department of Transportation

STAFF: Grace Cho, Kim Ellis, Mia Hart, Tom Kloster, Ted Leybold, John Mermin, Peggy Morell, Josh Naramore, Kelsey Newell, Ramona Perrault, Patty Unfred.

1. CALL TO ORDER, DECLARATION OF A QUORUM

Chair Elissa Gertler declared a quorum and called the meeting to order at 9:33 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

- Mr. Dave Nordberg updated members on the Transportation Control Measure Substitution Process (TCM), noting the Oregon Department of Environmental Quality is seeking to readjust existing targets for existing measures. Members gave recognition.
- Mr. Carol Gossett announced the NE Coalition of Neighborhood's Broadway Community Corridor meeting to be held at Grace Memorial Church on April 27.
- Mr. Ted Leybold of Metro updated members on two items:
 - Amendments under the Metropolitan Transportation Improvement Program (MTIP) Quarterly Amendment Report for the previous quarter were summarized in the TPAC mailing. Please contact Grace Cho or Josh Naramore for questions.
 - The Federal Highway Administration announced the TIGER V grant. Applications are requested by June 3. Metro and ODOT will complete a similar process to that of TIGER IV, providing letters of endorsement and identifying a priority application for the region for the TIGER V series. Mr. Leybold will brief JPACT on TIGER V and ask for member's consent on May 9. The ODOT application includes a similar process and must be submitted to Mr. Travis Brower of ODOT on May 10 by 9 a.m. The projects will be discussed prior to the RFFA Public Hearing on May 30 and the evaluation will be presented to JPACT to discuss a priority project for the regional application.
 - Members expressed concern that the timeline is infeasible, considering they have to coordinate with Port of Portland and railroads. Chair Gertler acknowledged the aggressive deadline and underscored the value of Metro endorsing of a priority project.
 - Members reviewed the process and outcome of the TIGER IV grant, noting the regional priority did not receive a funding award. . Chair Gertler emphasized that projects are not only competing within the Portland region, but across the nation.
 - Members identified some of the projects that will be considered for the grant, including Canyon Road, Rivergate, and projects in Multnomah County and Port of Portland.
 - Members identified the match must be 20% to meet grant compliance, but additional match makes the application more competitive.

3. CITIZEN COMMUNICATIONS ON TPAC ITEMS

There were none.

4. CONSIDERATION OF THE MINUTES FOR MARCH 22, 2013

Mr. Jeff Swanson commented that his previous correction to the TPAC Minutes for March 1 was recorded incorrectly. Mr. Swanson asked the amendment state, "Mr. Dean Lookingbill was present, rather than Ms. Lynda David." Members agreed to adopt the friendly amendment.

MOTION: Mr. Swanson moved, Mr. Paul Smith seconded, to adopt the amendment to the Minutes for March 1 and the Minutes for March 22.

RESULT: With all in favor, the motion passed as amended.

5. ACTION ITEMS

5.1 2013-15 UNIFIED PLANNING WORK PROGRAM AND METROPOLITAN PLANNING ORGANIZATION CERTIFICATION: RESOLUTION NO. 13-4426

Mr. Josh Naramore of Metro provided an overview of the Unified Planning Work Program (UPWP). Metro is required to adopt the UPWP and self-certification that Metro is in compliance with all federal transportation planning regulations. All planning projects associated with federal dollars are required to be in the UPWP, including corridors, local projects, TriMet projects, and the ODOT planning work program, in addition to SW RTC's UPWP. Mr. Naramore asked members for a recommendation to JPACT, to approve the work scopes and budget.

MOTION: Ms. Katherine Kelly moved, Ms. Karen Schilling seconded, to recommend JPACT to approve **Resolution 13-4426**.

ACTION: With all in favor, the motion passed.

5.2 REGIONAL TRANSPORTATION PLAN AMENDMENTS

Mr. John Mermin of Metro presented on the 2035 Regional Transportation Plan (RTP) Amendments encompassed by five resolutions and one ordinance. Mr. Mermin identified changes to the amendments listed in the Errata Sheet and updated members on the stage of the process. The RTP has completed the required air quality modeling, finished the public comment period, and gave notice to the Oregon Department of Land Conservation and Development.

Mr. Mermin provided a summary of Metro Council, JPACT, MPAC, and MTAC discussions surrounding the amendments. Comments were concentrated around the Portland, Hillsboro, and ODOT projects. Committee discussion included:

- East Portland Connections Plan
- Terminus change in Beaverton's downtown project
- Controversy over the public involvement process on North Williams Avenue
- Widening lanes and adequate public comment period for the ODOT I-5 auxiliary lane projects
- Arterial widening and buffered bike lanes in Hillsboro

The Metro Council will review the first ordinance and hold a public hearing on May 2. JPACT will review for action on May 9 and Metro Council will hold the last public hearing and review for action on May 16.

Member discussion included:

- Members discussed pedestrian crossings in Scholls Ferry Road. Members commented the crossings are not always necessary, but if implemented, need to be safe and highly visible to drivers.
- Members expressed concern over the potential of off-street facilities and the inadequacy of buffered bike lane along a 45 MPH street.
- Members requested minor language changes within Exhibit A and Exhibit B. Additionally, members noted the total funding amount is misprinted on the Errata Sheet.

MOTION: Ms. Margaret Middleton moved, Mr. Chris Deffebach seconded, to recommend JPACT approve the RTP Amendments incorporating the amendments to the Errata Sheet:

- **Ordinance No. 13-1304:** East Metro Connections Plan
- **Resolution No. 13-4420:** City of Beaverton
- **Resolution No. 13-4421:** City of Portland
- **Resolution No. 13-4422:** ODOT
- **Resolution No. 13-4423:** Washington County
- **Resolution No. 13-4424:** City of Hillsboro

ACTION: With all in favor, motion passed.

5.3 CLIMATE SMART COMMUNITIES SCENARIOS PROJECT: UPDATED PHASE 2 INVESTMENT CHOICES AND EVALUATION CRITERIA AND COMMUNITY CASE STUDIES

Ms. Kim Ellis of Metro introduced the Climate Smart Communities Scenarios Project and asked members to provide a recommendation to move forward with the evaluation. Ms. Ellis provided context to the project by showing the Climate Smart Communities video and noted the recording will be available on the Metro website and DVD. She stated the intention of the video is to share different perspectives voiced in workshop and focus group engagements throughout last summer and winter.

Ms. Ellis provided background on the Climate Smart Communities Scenarios project. The Climate Smart Communities Scenarios project is aimed at meeting state requirements to reduce greenhouse gas emissions from light duty vehicles by 20% below 2005 levels. However, Metro is working to frame this process beyond climate change leadership by working to leverage investments in land use and transportation to advance equity, vibrant communities, economic prosperity, and increase transportation options.

Ms. Ellis stated the three scenarios presented in the packet will be evaluated this summer and results of the analysis will be presented to committees in October 2013. The final phase will include developing a draft preferred scenario by March/April of 2014, evaluating its performance and adopting the preferred scenario by December 31, 2014, as determined by Metro Council after consultation with local governments through a final comment period and consideration of recommendations by JPACT and MPAC.

Ms. Ellis provided an overview of three case studies: the City of Beaverton, the City of Hillsboro, and the City of Wilsonville. There will be a total of eight case studies released by the end of May. Each

case study focuses on existing actions taken by each community to help reduce greenhouse gas emissions, also noting challenges and successful points in each community. The case study is intended to act as a communication tool to understand the unique approaches adopted by different communities in the region.

Ms. Ellis summarized results from the online Opt-In survey offered from late March through early April. Nearly 3,000 people participated in the survey and the results are available on the project website (www.oregonmetro.gov/climatescenarios) along with participant responses to open-ended questions. Across the tri-county region, results indicate:

- A majority of residents believe reducing greenhouse gas emissions is important and more needs to be done to address climate change.
- Faster and more frequent public transportation is a key point of motivation to reduce driving.
- Protection of farms, forests, and natural areas is a top priority for consideration in the future, in addition to clean air, expanding transportation choices, and attracting businesses and jobs to the region.
- Top three priorities of spending are: increasing transit, using system management strategies to improve traffic flow, and increasing sidewalks and bike facilities.

Ms. Ellis summarized the three scenarios for evaluation this summer. Scenario A will show the results of implementing adopted plans to existing revenues. Scenario B will show the results of raising additional revenues to implement adopted plans - as called for in the adopted Regional Transportation Plan - to allow the region to make more progress toward implementing adopted plans. Scenario C will show the results pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans. Ms. Ellis reminded members it is unlikely that the preferred scenario will reflect one of the three scenarios as originally defined; it is expected to be a compilation of different elements that work best from each of the three scenarios - a hybrid. In addition, she stated that new ideas may emerge from the policy discussions next fall and winter that could be included in the final preferred scenario.

Member discussion included:

- Members expressed support of the high capacity transit extensions incorporated into two of the three scenarios and inquired about plans for a high speed rail extension from Portland to San Francisco, CA. Ms. Ellis responded this is intended to be the Cascadia Rail high speed rail corridor from British Columbia, Canada to Eugene, Oregon. Members acknowledged this is outside of TriMet's district.
- Members commented that there is a significant demand for increased public transportation from Wilsonville to Salem.
- Members commented that the public/private investment was removed from the land use assumptions section in the Recommended Phase 2 Scenario Assumptions handout. Ms. Ellis stated the handout in the packet is a simplified version of the previous draft.
- Ms. Ellis proposed updating the Fleet and Technology Assumptions to be used as a stronger communication tool.

- Members suggested revising the 'fixing potholes' bullet to more clearly state that road maintenance helps reduce system delay, as the current language does not effectively describe the benefits.
- Members asked what phase partnerships and raising revenues would occur. Ms. Ellis responded that the costs associated with supporting development are public and private costs. There will be a need for discussion around what that means and how to move forward. An implementation cost range will be established for each scenario as part of the evaluation process, in addition to an assessment of what it might take to implement the scenario in the short, mid-, and long-term – this could include new revenues and expanded public/private partnerships. Actions to implement a preferred scenario would begin after Dec. 2014.

MOTION: Ms. Margaret Middleton moved, Mr. Dave Nordberg seconded, to recommend JPACT move forward with the Phase 2 Evaluation.

ACTION: With all in favor, motion passed.

6.1 2016-18 REGIONAL FLEXIBLE FUNDS REGIONAL PUBLIC COMMENT UPDATE

Mr. Naramore provided an overview of the regional public comment process and public engagement process for the regional flexible fund allocation (RFFA). The regional public comment process is May 8 to June 7. The RFFA Public Hearing will be held on May 30.

Comments from the public hearing and comment period will be distributed directly to applicants by mid-June. The RFFA will then move to the evaluation and prioritization phase. A local public input process will occur during that same time prior to the recommendation to JPACT and Metro Council of the 100 percent project list scheduled for October 2013.

Members inquired how Metro is working with the STIP process. Mr. Naramore replied that Metro is coordinating with the STIP process and noted the two happened to be simultaneous. Evaluation at JPACT is pushed to October 25, 2013 to accommodate. Members would like to see the OTC vote prior to JPACT and request consideration to move to JPACT on November 22, 2013.

6. ADJOURN

Chair Elissa Gertler adjourned the meeting at 11:05 a.m.

Respectfully Submitted,



Mia Hart

Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
4.	Minutes	3/22/2013	March 22, 2013 TPAC Minutes	042613t-01
5.1	Memo	4/26/2013	TIGER V regional endorsement process	042613t-02
5.1	Handout	N/A	US DOT TIGER V Grant Program	042613t-03
5.2	PowerPoint	4/26/2013	2035 RTP Amendments	042613t-04
5.2	Handout	4/23/2013	Errata sheet for RTP Amendments	042613t-05
5.3	PowerPoint	4/26/2013	Phase 2 Investment Choices Evaluation	042613t-06
5.3	Handout	N/A	Climate Smart Communities Scenarios Health Impact Assessment Summaries	042613t-07
6.1	Handout	N/A	Timeline for Engaging Cities, Counties, and Communities	042613t-09
6.2	Memo	4/22/2013	2016-18 Regional Flexible Funds Allocation (RFFA) Public Comment Process	042613t-10