



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE  
May 31, 2013  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Karen Buehrig  
Mike Clark  
Chris Deffebach  
Adrian Esteban  
Steve Entenman  
Carol Gossett  
Nancy Kraushaar  
Katherine Kelly  
Scott King  
Heather McCarey  
Margaret Middleton  
Jeff Swanson  
Satvinder Sandhu  
Rian Windsheimer

AFFILIATION

Clackamas County  
Washington State Department of Transportation  
Washington Co.  
Community Representative  
Community Representative  
Community Representative  
City of Wilsonville, representing Cities of Clackamas Co.  
City of Gresham, representing Cities of Multnomah Co.  
Port of Portland  
Community Representative  
City of Beaverton, representing Cities of Washington Co.  
Community Representative  
Federal Highway Administration  
Oregon Department of Transportation

MEMBERS EXCUSED

Elissa Gertler, Chair  
Dave Nordberg  
Dean Lookingbill  
Alan Lehto  
Cora Potter  
Karen Schilling  
Paul Smith

AFFILIATION

Metro  
Oregon Department of Environmental Quality  
Southwest Washington Regional Transportation Council  
TriMet  
Community Representative  
Multnomah Co.  
City of Portland

ALTERNATES PRESENT

Lynda David  
Courtney Duke  
Eric Hesse

AFFILIATION

Southwest Washington Regional Transportation Council  
City of Portland  
TriMet

STAFF: Grace Cho, Mia Hart, Tom Kloster, Ted Leybold, Lake McTighe, John Mermin, Josh Naramore, Kelsey Newell.

**1. CALL TO ORDER, DECLARATION OF A QUORUM**

Chair Elissa Gertler declared a quorum and called the meeting to order at 9:35 a.m.

## **2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS**

Mr. Tom Kloster of Metro updated members on the “Hole in the Air” Freight Plan Amendments. A working group was formed to guide the amendments after ODOT received feedback. The 45-day comment period begins Saturday, June 1. ODOT will address TPAC on July 19. TPAC and JPACT are not required to comment on behalf of their respective committees, though Metro may comment as an agency. There will be an informational briefing on affected facilities at TPAC on June 28. Additional information and the public comment form are available on the ODOT website.

Mr. Jeff Swanson requested the Port of Portland rail plan and the Columbia Multimodal Corridor Study to be added to the Work Program for July 19. Chair Gertler stated both items have been confirmed for July 19. Additionally, Mr. Rian Windsheimer requested the CBOS study be added to the Work Program for July 19.

## **3. CITIZEN COMMUNICATIONS ON TPAC ITEMS**

There were none.

## **4. CONSIDERATION OF THE MINUTES FOR APRIL 24, 2013**

MOTION: Ms. Karen Schilling moved, Ms. Margaret Middleton seconded, to adopt the Minutes for April 24.

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

## **5. ACTION ITEMS**

### **5.1 TRANSPORTATION CONTROL MEASURE (TCM) SUBSTITUTION RESULTS**

Ms. Grace Cho of Metro presented on the results of the Transportation Control Measure (TCM) Substitution Analysis. Ms. Cho provided an overview of the three TCMs: increasing transit service; expanding the bicycle network; building pedestrian connections. Due to recent transit service cuts the region’s ability to meet the performance standard of Transit Service Increase TCM is endangered. After several discussions, Metro, DEQ, and TriMet outlined the circumstances at TPAC on April 26, 2013 and members recommended readjusting the calculation method for the Transit Service Increase TCM as the proposed substitution.

There are five requirements Metro must demonstrate to complete the TCM substitution process. These include: providing equal or greater emissions reductions, can be implemented on a schedule consistent with the existing TCM, evidence the TCM can be implemented, demonstrate a collaborative process with a public comment period, and receive agreement by DEQ, Metro, and EPA. Two of the requirements are in the process of being completed. Ms. Cho presented the analysis in regard to the first three requirements:

- The proposed substitute TCM includes an increase of regional transit service revenue hours by 1% per year. The increase shall be assessed on the basis of cumulative average of actual hours for assessment conducted for the entire second ten - year Portland Area Carbon Monoxide Maintenance Plan (2007 – 2017). The existing TCM and substitute TCM are similar, which allowed the same methodology from the existing TCM to be applied to the substitution.

- The TCM emissions reduction benefits remain the same, 406.7 lb/day. The TCM was adjusted to reflect the latest planning assumptions in the emissions reduction benefits analysis by using service house and trips data from 2012, exposing an increase in emissions reductions over 10 years.
- TriMet staff provided revenue hours tables which illustrated the cumulative increase in average annual transit service is above 1.0% from 2007-2017. This provides evidence for how TriMet will be able to meet the standards set by the substitute TCM.

Ms. Cho asked members to recommend continuation of the TCM substitution analysis and provided an overview of the next steps of the process. She explained there will be a public comment period during summer 2013 and the rule adoption package will be submitted to the EQC in the September. TPAC and JPACT will be asked to approve the new TCM before presenting the new TCM to the Metro Council and EQC adoption in Fall 2013.

Member discussion included:

- Members expressed their support of TCM substitution, noting it is reflective of the region's long-term commitment to increasing transit.
- Members commented that an increased range of trips become possible as we continue to complete the network and the region is beginning to see the benefits of long-term investment.
- Members inquired if there are other regions in Oregon with TCMs and asked for the status of the bicycling and pedestrian network expansion TCMs. Ms. Cho stated that Portland is not the only region with TCMs and noted that TCMs are not required to be implemented. TCMs for the transportation sector were established in part to leave room for growth in the industrial sector. The bicycle TCM requires 28 miles of bike lanes built before 2017 and Portland has established 45 miles. Pedestrian paths in mixed used centers are on track.

MOTION: Mr. Nordberg moved, Mr. Adrian Esteban seconded, to approve the TCM substitution analysis and approve the DEQ to move forward with the TCM substitution process.

ACTION: With all in favor, the motion passed.

## **6.1 REGIONAL ACTIVE TRANSPORTATION PLAN (ATP)**

Ms. Lake McTighe of Metro provided a brief overview of the Active Transportation Plan (ATP). The ATP is a modal plan informing the RTP, originally identified as an implementation activity in the 2035 RTP, developed with the regional Stakeholder Advisory Committee and funded by an ODOT TGM grant. A draft plan will be finalized by June 30, 2013. TPAC will be asked to provide a recommendation to JPACT to endorse and/or accept the ATP once it is finalized. Public input was received on May 23 at an open house that had over 100 attendees. Materials from the open house are available on the project website and comments are being received ([www.oregonmetro.gov](http://www.oregonmetro.gov)). Input on the final elements was received at the Stakeholder Advisory Committee on June 6. Staff have been meeting with Metro advisory committees and the Metro Council in May and June.

The major elements of the ATP that Ms. McTighe presented on are:

- Active transportation vision to help the region achieve the Metro's six desired outcomes.

- Principles for developing the regional active transportation network, which include integrated and connected pedestrian, bicycling, and transit networks and ensuring safety, comfort, and equitable access for people of all ages and abilities.
- Criteria for evaluating and prioritizing projects, which include improving access to destinations, ensuring safety, enhancing equitable access, and increasing activity.
- New regional bicycle network concept
- New functional classifications for bicycle and pedestrian networks respectively. Bicycle network functional classes are categorized as Regional Bicycle Parkways as the 'spine of the network,' Regional Community Bikeways connecting to Parkways, and Local Bikeways on low traffic streets. Pedestrian network functional classes are categorized as Regional Pedestrian Parkways, Community Pedestrian Corridors, and Local Pedestrian Connectors.
- Recommended design guidelines to carryout the principles of developing the active transportation network.
- Recommended policies and actions which include: make walking and bicycling the most convenient and enjoyable transportation choice for short trips; build a well-connected regional network that is integrated with transit and accessible for all ages and abilities; ensure an equitable network; complete pedestrian and bicycle networks to match roadway network level of completeness; utilize data and analysis to guide transportation investments.
- Prioritizing projects for implementation by categorically grouping areas based on completeness, access, equity, safety, and increasing activity
- Follow up implementation activities, which include incorporating ATP policies and projects into the RTP, advocate for implementation through working with local jurisdictions, best practices, and maintaining funding.

Member discussion included:

- Members asked how return on investment is measured. Ms. McTighe stated return on investment considers how biking and walking can increase local economic stimulation based on the projected increase of walking and biking trips, safety, and reducing collision-related injuries.
- Members asked if the ATP addresses ongoing maintenance. Ms. McTighe stated the plan acknowledges that ongoing maintenance needs to be considered, but does not provide a funding source.
- Members asked how the plan addresses conflicts between freight and bicycles, providing the example of the constrained St. Johns Bridge that will be compromised by introducing a bike lane. Ms. McTighe explained that bicycle and pedestrian routes are established through consideration of population, employment, and location of existing or trending transit and bicycle routes. The goal is to align regional and local priorities to direct the framework and allow flexibility in the plan to ensure the best option for all transportation modes.
- Members commented that additional work is required surrounding the principles, notably principle five, application of the principles, and further detail of regional vs. sub-regional application.
- Members suggested that the Metro Council endorse parts of the plan, rather than endorse the ATP in its entirety as planned. Ms. McTighe commented the ATP endorsement is flexible.

- Members suggested streamlining information regarding health, air quality, and active transportation comprehensive connections between health officers, counties, Metro, and the DEQ to ensure each agency has access to the same information in order to make informed conclusions.
- Members expressed concern surrounding the intention of the defined policies and the source of funding. Members noted additional time for quality assurance and quality control is required before adoption in the RTP in June. Members acknowledged the TGM and Council budget deadlines are a constraining factor for the June deadline.
- Ms. McTighe suggested meeting with the Technical Freight Advisory Committee would develop an advantageous relationship due to corresponding benefits.

## **6.2 TRANSIT FUNDING AND METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)**

Mr. Ted Leybold of Metro and Mr. Eric Hesse of TriMet updated members on the transit coordination with the Metropolitan Transportation Involvement Program (MTIP). Mr. Leybold provided context through reviewing the purpose the MTIP, specifically good financial practice, coordinating project implementation, and maintaining federal funding from the FHWA and FTA. The MTIP will have to demonstrate how TriMet will maintain operations and maintenance, describe prioritization of projects, explain how transit serves as part of the congestion management process, address TCMs, and provide the status of each project.

Mr. Hesse presented on how to deliver the regional transit vision. Mr. Hesse discussed the agency's long-term budget and the implications of the agency's current cost structure for its ability to increase the quality and frequency of service. Service enhancement is achieved by focusing on the customer, through increasing frequency and reliability of service, access, amenities, and customer information, enhancing fiscal stability, and building partnerships for transit growth. Specific budget issues include addressing unsustainable health care costs in order to avert a service crisis.

TriMet is working on the policy framework for service planning in the Transit Investment Priorities (TIP) program. TriMet is additionally working to provide jurisdictional partners with new performance measures to support their work together. Mr. Hesse provided an overview of the Service Enhancement Planning process and the vision for each district. TriMet is working in conjunction with the Climate Smart Communities Scenarios Project (CSC). Mr. Hesse highlighted that Service Enhancement Plans will guide transit growth in CSC, specifically in Scenario C. Full implementation will require a reformation of TriMet's cost structure, continued employment growth, and partnerships for safer streets and transit priority.

FY 14 budget priorities reflect fiscal stability and service reliability as the two key agency priorities. TriMet's FY14 budget works to ensure long-term fiscal stability by addressing employee and retiree medical benefits and pension funding. The elements of service reliability assume no fare increases and service cuts, state of good repair, and service fixes concerning overcrowded transit lines and improved connections. FY 14 budget assumptions include modest growth, no federal funding surprises, and that TriMet's current labor contract proposal is successful. Priorities are replacing buses and adding operators to accommodate the agency's revised service hours policy.

Mr. Hesse updated members on the use of several Federal transportation funding streams to ensure members understand how these funds are programmed through the MTIP. The Portland-Milwaukie

LRT is on time and within budget for a September 2015 opening. The Portland-Milwaukie LRT is on time and within budget. The Bus Stop Development Program is no longer directly funded as a stand-alone program by regional flexible funds and the improvements needed are often not within TriMet's control. There are several formula and grants updates including transit enhancements: 5307 Urbanized Area Formulas is slightly down; 5337 State of Good Repair increased \$7 million per year; new 5339 Bus Formula increased \$2.5 million per year; JARC is no longer funded under MAP-21 and new models will need to be developed to fund programs; New Freedom is eliminated in MAP-21 and incorporated into 5310 the Elderly and Disabled Transportation Program.

Fiscal year 2014 5307 funds have been prioritized for accelerating the replacement of buses, overhaul of Type 2 light rail vehicles, station and trackway updates on the Blue light rail line, and a fix to the Steel Bridge to allow increased vehicle speeds. JARC funding was eliminated as a dedicated funding stream under MAP-21 but is an eligible activity for 5307 funds. TriMet recently allocated remnant JARC funds from SAFETEA authorization for this fiscal year but is not proposing to continue an allocation of 5307 funds to these activities in the future.

### **6.3 2014 REGIONAL TRANSPORTATION PLAN UPDATE**

Mr. John Mermin of Metro provided an update on the 2014 Regional Transportation Plan (RTP). The current RTP expires in September 2014. An Update is required every four years. If the deadline is missed the region will not be able to obligate any federal transportation funds. The RTP must comply with MAP-21, environmental justice and Title VI planning requirements, National Highway System, and performance management consistent with federal requirements. State requirements include consistency between regional, local and state plans, which will be achieved through project and functional classification changes from corridor plans, local Transportation System Plans, and Oregon Highway Plan freight functional classification updates. In addition to the required elements, the RTP plans to incorporate Active Transportation Plan (ATP) recommendations, Regional Safety Plan recommendations, and auxiliary lane definition and policy discussion. The 2018 RTP update will include new federal reauthorization requirements, Climate Smart Communities Scenarios, Oregon Highway Plan mobility policy update, and other recommended regional initiatives.

Mr. Mermin listed the next steps for proceeding with the RTP including a JPACT briefing on June 13, Metro Council briefing on June 25, TPAC briefing on June 28, JPACT approval on July 11, and Metro Council approval on July 18. The timeline for completion of the project solicitation packet, financial assumptions, policy updates, and existing conditions "snapshot" is by the end of September, 2013. Updated project lists submitted to Metro, collaboration with Metro equity initiative, and updated policies is slated for completion by the end of December, 2013. Initial air quality testing and system performance complete and draft plan will be released for public review by the end of March, 2014. The final air quality conformity will be completed and the plan adopted and submitted to USDOT and DLCD in July, 2014.

Member discussion included:

- Members inquired if TPAC will be provided updates in advance of May 30, 2014. Mr. Mermin stated there will be several updates prior to May, 2014.
- Mr. Windsheimer stated he does not believe there is broad regional consensus to spend time discussing the auxiliary lane definition given the limited scope of 2014 RTP update and local support of auxiliary lanes, due to the low cost and safety benefits. Ms. Katherine Kelly

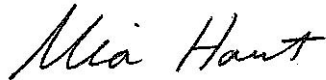
stated that some closure is needed pertaining to the auxiliary lane discussion considering the circumstances of the recent RTP amendments process.

- Members noted that keeping TPAC members informed throughout the process will be crucial to meeting the deadline for the RTP.

## 7. **ADJOURN**

Chair Elissa Gertler adjourned the meeting at 12:04 p.m.

Respectfully Submitted,



Mia Hart

Recording Secretary

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
5.1	Handout	N/A	REVISED Technical Analysis of Proposed Transit Service Increase TCM	053113t-01
5.2	PowerPoint	N/A	Transportation Control Measure (TCM) Analysis and Results	053113t-02
6.1	PowerPoint	5/31/13	Regional Active Transportation Plan (the "ATP")	053113t-03
6.2	PowerPoint	5/31/13	Transit coordination with the Metropolitan Transportation Improvement Program (MTIP)	053113t-04
6.3	PowerPoint	5/31/13	2014 Regional Transportation Plan update	053113t-05