

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
June 28, 2013
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Karen Buehrig
Mike Clark
Chris Deffebach
Adrian Esteban
Steve Entenman
Carol Gossett
Tom Kloster, Chair
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
Metro
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

Kelly Betteridge
Lynda David
Courtney Duke
Eric Hesse
Joanna Valencia

AFFILIATION

TriMet
Southwest Washington Regional Transportation Council
City of Portland
TriMet
Multnomah Co.

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

1. CALL TO ORDER, DECLARATION OF A QUORUM

Chair Tom Kloster declared a quorum and called the meeting to order at 9:34 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Mr. Kloster updated members on several organizational changes at Metro. Mr. Mike Keele retired as the Director of Elephant Habitats from the Oregon Zoo. Mr. Steve Wheeler will replace Ms. Robin McArthur as the interim Planning and Development Director beginning July 17 while Ms. Martha Bennett conducts a national search for a permanent replacement.

Mr. John Mermin of Metro provided an update on the 2014 Regional Transportation Plan (RTP) Work Program. Council has approved the RTP work program and the implementation of the Active Transportation Plan (ATP). Briefings will be held at MTAC on July 17, MPAC August 14, and JPACT July 11. Members asked if the 2014 RTP will be brought to TPAC for approval. Mr. Mermin stated the RTP will be brought to TPAC for an informational briefing. Members expressed concern that there is insufficient time for member comments considered.

Mr. Kloster stated the next TPAC meeting will be held one week early on July 19.

In consideration of Metro's increasing focus on equity, Mr. Rian Windsheimer of ODOT informed members that ODOT's Ride Share program will be translated to Spanish.

3. CITIZEN COMMUNICATIONS ON TPAC ITEMS

There were none.

4. CONSIDERATION OF THE MINUTES FOR MAY 31, 2013

MOTION: Ms. Nancy Kraushaar moved, Mr. Adrian Esteban seconded, to adopt the Minutes for May 31.

RESULT: With all in favor, the motion passed.

5.1 TRANSPORTATION ALTERNATIVES PROGRAM PROPOSAL

Mr. Ted Leybold of Metro provided context to the Transportation Alternatives (TA) program and the transition from the Transportation Enhancement (TE) and Safe Routes to Schools programs to the TA program. There were several changes to funding programs as a result of MAP-21, including transferring some of the funding authority from ODOT to Metropolitan Planning Organizations (MPO) and including that funding into the Regional Flexible Fund Allocation (RFFA). Because the funding changes were effective upon passage of MAP-21, there are twelve Metro area projects already selected for funding under the old programs affected by the transition to the TA program.

Ms. Grace Cho of Metro provided an overview of the TA program transition as a result of MAP-21, which collapsed several funding programs. The TE program was collapsed to create the TA program, which designates Metro and the State Department of Transportation (DOT) split funding authority. Twelve Metro area projects previously selected by the State TE and Safe Routes to Schools programs and currently in development are caught in the transition from ODOT administration to the new TA program. Under ODOT administration, those projects would have access to additional funds from a reserve account if necessary to address unexpected expenses during development and construction. Metro administered projects under the RFFA program do not have this option.

Metro and ODOT convened a working group to recommend a preferred approach to addressing unexpected expenses for the 12 projects in transition from ODOT to joint ODOT/Metro administration of funding. . Option 1 proposes Metro operate the Transportation Alternatives program in the same manner as other Metro funding projects (e.g. RFFA). Option 2 proposes one of the following: a. Metro and ODOT continue the cost overrun agreement for the 12 transitional projects funded through 2015, or b. Metro uses the transitional projects as a pilot program to refine its current funding programs to support on-time project delivery. Option 2a was preferred by the work group.

Ms. Cho provided a description of the potential solutions if implemented, specifically in regards to eligibility requirements to request additional funds; 50% of overrun funds up to maximum amount of funds available in project delivery fund; cost overrun requests must demonstrate a 50-50 split between additional TA program and local funding for any requested funds over the 100% engineers estimate; the decision is made through staff recommendation to Metro Planning and Development Department director or ad hoc transportation alternatives committee with representatives from Metro, ODOT, TriMet, a consulting project engineer, and a citizen TPAC member; factors to be considered in the decision to award additional funding; and a \$460,000 potential liability cost. However, requests would be addressed on a first come, first served basis and would be limited to revenues forecasted to be available.

Member comments included:

- Members asked about the proposal timeline, specifically in regards to implementation. Mr. Leybold responded that, if recommended, the proposal will be presented to JPACT on August 8 and Council on August 15.
- Members asked clarifying questions related to recommending Option 2b. Ms. Cho stated that if member were to recommend Option 2b, the contingency fund would be developed and an evaluation would be conducted after the projects closeout. Results would be presented to TPAC in approximately one to two years.
- Members asked about the discussion around scoping the TA project. Mr. Leybold stated project managers found that some scoping changes are unforeseeable, but appreciated the mechanism as a tool that provides pressure to keep the project on budget.
- Members commented that these projects are often variable and unique. There is a large amount of risk associated with these projects and there are numerous reasons provide a funding contingency mechanism to support project advancement.
- Members discussed who should make the decision for granting requests for additional project delivery funds if TPAC recommends Option 2 and expressed concern regarding the possibility of incomplete projects, while acknowledging budget constraints.
- Members asked clarifying questions in regards to the distinction between Option 2a and Option 2b. Ms. Cho stated Option 2B reflects the intent to make the extension of the contingency fund a permanent process. Option 2a intends this to be a temporary solution.

MOTION: Ms. Chris Deffebach moved, Ms. Karen Buehrig seconded, to recommend Option 2a and leave decision making responsibility to the Metro Planning and Development Director.

RESULT: With all in favor, the motion passed.

6.1 REGIONAL FLEXIBLE FUND ALLOCATION STEP 1 REGION-WIDE PROGRAMS

Mr. Ted Leybold of Metro provided an overview on region-wide programs identified for the Regional Flexible Fund Allocation (RFFA) in preparation for the final RFFA decision (Fall 2013) and 2015-18 MTIP adoption (Spring 2014). Mr. Rian Windsheimer of ODOT will return to JPACT with ODOT's proposals for 100% list narrowing in regards to Fix-It and Enhance funding.

Policy direction adopted in December identified the region-wide topics eligible for program allocations, set funding targets, and provided a review of those programs prior to the final funding decision. 2016-2018 region-wide programs include: in-lieu-of-dues MPO support, corridor planning & project development, Transit Oriented Development, Regional Travel Options, and Transportation System Management & Operations.

In-lieu-of-dues MPO support program provides many services to advance the region's transportation system including, regional coordination, regional planning, project development and funding, tools and data management, air quality conformity, and federal grant management and coordination. In-lieu-of-dues leverages TriMet, ODOT and Metro general fund support. The MPO program is required by USDOT and ensures a coordinated transportation system to serve the region through coordination and implementation of federal funding and using enhanced planning tools.

Corridor planning work is the nexus between long range planning and the on-the-ground implementation of investments that advance the six regional outcomes. Examples include high capacity transit plan and future transit development, Portland-Milwaukie light rail, East Metro Connections, Southwest Corridor Plan, and Powell-Division Corridor.

The Transit Oriented Development (TOD) is designed to stimulate investment in communities throughout the region, implement the region's 2040 Growth Concept, and help achieve the region's six desired outcomes. The TOD program invests directly in development projects and land acquisition to ensure planned objectives are realized. TOD is guided by TOD Program Strategic Plan, which established program strategic plan to guide investments. Projects have been implemented along transit corridors across the Portland Metro region.

The RTO program is designed to implement demand management to help people drive less and use travel options. RTO program elements are encompassed by the 2012-2017 Strategic Plan update, biennial program evaluation and market analysis, \$2.1 million grant program, regional marketing & sponsorship support, transit agency employer/commuter program, and regional policy & partner support. Work was completed on the one-year transition period called for in the new strategic plan. Results include increase flexibility in the grant program, targeted portion of grant funds, broadened measurement criteria, focused support to coordinate regional marketing messaging, outreach, and education, and improved coordinated with RTP, CSC, and local TSP.

The Transportation System Management & Operations (TSMO) Program invests in multimodal management strategies that optimize infrastructure investments to enhance reliability, safety,

traveler information, and quality of life. The 10-year strategic investment plan for TSMO adopted in 2010 with the RTP provides the policy direction for investment. The TSMO program is linked to the mobility corridor concept and planning. The plan calls for Concept of Operations to advance practices, coordinate data collection & analysis, oversees the sub-allocation of RFFA funds and coordinates contract implementation activities, and enhances regional collaboration and coordination. Program implementation and outcomes consist of improved travel time and safety for all modes of transit, reduced fuel use and vehicle emissions, better traveler information, and performance-based monitoring and decision-making.

Member comments included:

- Members expressed concern about increased density and traffic in relation to the TOD program results, which cite 640 induced transit trips daily with 3,155 housing units. Ms. Meganne Steele of Metro stated these statistics are potentially misleading. 'Housing units' reflect the total number of housing units built due to program support, which only provides funding for projects that would not otherwise be built. On analyzing the effect of TOD on the transit system, the program only takes credit for the increment of trips above the use of the property that would have been generated without program funding.
- Members encouraged the continuation of the regional allocation for RTO.
- Members asked clarifying questions relating to how projects are reflected in the overall funding of program and asked for further detail in regards to project plan adopted through past years.
- Members requested further detail and explanation surrounding the RTO program, in particular for local agencies, specifically in regards to funding.
- Members expressed their support to leverage local and county jurisdiction funds.

6.2 REGIONAL ACTIVE TRANSPORTATION PLAN (ATP)

Ms. Lake McTighe of Metro provided an update on the Regional Active Transportation Plan (ATP). Council passed an amendment to provide two more years of funding to support next steps and implementation of the ATP. The limited duration slated to end today was extended for the next three months. The final plan will be complete for review on July 1. The timeline has been extended to provide more time for review and discussion. Next steps include discussion at TPAC on July 19 and discussion at JPACT on August 1. Input on the plan from Metro Council and advisory committees will take place in July and August and seek acceptance of the plan in September. The ATP will be incorporated into the RTP while working with jurisdictions, agencies, and stakeholders October through June 2014.

The ATP provides a vision for the future that builds on existing plans to knit together local projects and routes to achieve a complete and seamless regional network that makes accessing destinations easy, comfortable, and safe. Most of the ATP routes and policies are not new – they build on existing local plans. New features of the plan include updated and new functional classifications for regional walking and bicycling routes/facilities. Suggested design guidelines are new for the RTP but are drawn from designs currently used in the region, which are proving to lead to more walking and bicycling. The plan focuses on examining key corridors currently used for bicycling for future development. The ATP does not require local jurisdiction projects to build pedestrian or bike

projects beyond minimal requirements already established in local plans. Additionally, the ATP does not add any additional requirements to the RTFP, change current regional funding policies, reallocate funding, or require that local jurisdictions add new projects to the RTP.

Ms. McTighe responded to past concerns, stating there are refinements being made, highlighting overlap with designated freight routes; the need for environmental sensitivity given the implementation of trails; Routes identify key corridors and routes based on evaluation and what we know now; design guidelines are not required.

Policies and implementation actions are being continually refined based on input and are reflected in track changes handout. Policies are more specific than they have been in the past, but consistent with the RTP. Implementing actions are specific actions identified to implement the policies, led by Metro in partnership with jurisdictions, agencies and stakeholders. Any implementing actions that could lead to new policies, e.g. a complete streets policy, will go through additional process with stakeholders. MTIP funding policy update will go through regular process and actions suggest that ATP recommendations be considered in policy update.

Member comments included:

- Members asked about stakeholder outreach and how the public comments are adopted into the plan. Ms. McTighe stated that public input will be incorporated within the RTP update and noted that targeted stakeholder outreach specific to active transportation is now possible with the increased funding.
- Members expressed their support of the changes and are pleased that the project has been extended.
- Chair Kloster encouraged committees that want to hear about the ATP after the resolution to reach out, as a good way to gain awareness.

6.3 2014 REGIONAL TRANSPORTATION PLAN FINANCE WORK PROGRAM

Mr. Josh Naramore of Metro provided an overview of the 2014 Regional Transportation Plan (RTP) work program. This is the financial forecast associated with the long-range plan and the budget through which Metro develops financially constrained projects. Metro is currently tasked with developing a long range forecast in approximately one month.

The majority of funding is split into federal, state, and local funding. Partners at ODOT have completed a forecast on revenue based on MAP-21 budget assumptions. Local revenue assumptions are in the process of updating their local revenue plans. The federal system is financially constrained to meet regionally expected available revenue. Local revenue is tied to urban renewal and development. Funding assumptions for the state RTP were evaluated and will not be revisited in lieu of the Climate Smart Communities work. Overall revenue assumptions are listed in the RTP memo in the JPACT packet.

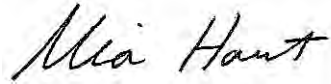
Mr. Naramore is working with Mr. Chris Meyers with data from ODOT to develop an internal draft of a revenue package, which will include expected revenue broken into project sub-areas. A finance subcommittee will be held the week of July 22. TPAC members are encouraged to attend.

Ms. Deffebach stated a representative from Washington County will attend the finance subcommittee.

7. ADJOURN

Chair Kloster adjourned the meeting at 11:17 a.m.

Respectfully Submitted,



Mia Hart

Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
5.1	Handout	N/A	Transportation Enhancement/Transportation Alternatives Funding Changes	062813t-01
5.1	PowerPoint	N/A	Transportation Alternatives Program	062813t-02
6.1	PowerPoint	N/A	MTIP and Regional Flexible Funds	062813t-03
6.2	PowerPoint	6/28/13	ATP Process and Timeline Update	062813t-04
6.2	Handout	6/27/13	Updated ATP Timeline	062813t-05
6.2	Handout	6/26/13	Regional ATP DRAFT Policy Recommendations and Follow Up Actions	062813t-06
6.2	Handout	N/A	ATP Guiding Principles	062813t-07
6.2	Handout	N/A	ATP Network Maps	062813t-08
6.1	Handout	N/A	Transit-Oriented Development Program Annual Report	062813t-09
6.1	Handout	N/A	Regional Travel Options	062813t-10
6.1	Handout	4/10/13	Metro awards \$2.1 million to improve air quality and community health	062813t-11