



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE  
August 30, 2013  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Karen Buehrig  
Courtney Duke  
Adrian Esteban  
Elissa Gertler, Chair  
Carol Gossett  
Nancy Kraushaar  
Katherine Kelly  
Alan Lehto  
Margaret Middleton  
Dave Nordberg  
Cora Potter  
Satvinder Sandhu  
Karen Schilling  
Rian Windsheimer

AFFILIATION

Clackamas County  
City of Portland  
Community Representative  
Metro  
Community Representative  
City of Wilsonville, representing Cities of Clackamas Co.  
City of Gresham, representing Cities of Multnomah Co.  
TriMet  
City of Beaverton, representing Cities of Washington Co.  
Oregon Department of Environmental Quality  
Community Representative  
Federal Highway Administration  
Multnomah Co.  
Oregon Department of Transportation

MEMBERS EXCUSED

Mike Clark  
Chris Deffebach  
Steve Entenman  
Scott King  
Dean Lookingbill  
Heather McCarey

AFFILIATION

Washington State Department of Transportation  
Washington Co.  
Community Representative  
Port of Portland  
Southwest Washington Regional Transportation Council  
Community Representative

ALTERNATES PRESENT

Ken Burgstahler  
Phil Healy  
Karen Savage

AFFILIATION

Washington State Department of Transportation  
Port of Portland  
Washington Co.

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

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

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

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

Ms. Grace Cho of Metro provided an update on the Transportation Alternatives (TA) program. There were several changes to funding programs as a result of MAP-21, including transferring some

of the funding authority from Oregon Department of Transportation (ODOT) to Metropolitan Planning Organizations (MPO) and including that funding into the Regional Flexible Fund Allocation (RFFA). The Transportation Enhancement (TE) program was collapsed with the Safe Routes to Schools and Recreational Trails funding programs to create the TA program, which designates Metro and the State Department of Transportation (DOT) split funding authority. Eleven local transportation projects selected for funding by ODOT are now partially funded by Metro TA funding program. A Metro contingency fund consistent with ODOT administration of the program was proposed to facilitate project delivery for the 11 projects. Draft legislation to approve the Metro contingency fund will be brought to JPACT on September 12 and Metro Council on September 19.

Chair Gertler stated there is recruitment for a TPAC community representative. Feedback for recommendations to fulfill specific gaps in citizen input or opportunity related to the recruitment is welcomed. Outreach and recruitment will open mid to late September and will be filled by December 2013.

Mr. Alan Lehto stated that TriMet continues to experience funding and budget difficulties, but is releasing \$2 million in service enhancements beginning September 3<sup>rd</sup>. Service will be added in key employment areas.

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

There were none.

### **4. CONSIDERATION OF THE MINUTES FOR JUNE 28, 2013**

MOTION: Ms. Nancy Kraushaar moved, Ms. Katherine Kelly seconded, to adopt the Minutes for July 19 with the following amendments under Corridor Bottleneck Operations Study:

- 'Improvements do not increase ~~capacity or~~ thru trips to the freeway system.'
- 'Mr. Windsheimer stated all CBOS bottleneck projects are improvement projects, most of which focus on ~~signal improvements rather than operation improvements~~ safety and operations.'
- 'Members inquired how the public will be informed of restriping changes as part of the upcoming I-84 maintenance work.'
- 'Mr. Windsheimer expressed frustration that the auxiliary lane definition discussion continued to be ~~addressed~~ raised by metro staff at TPAC and believed from his conversations with select Metro councilors that they ~~may be~~ were amendable to reviewing the projects to recommendations in the CBOS report for inclusion in the RTP without pursuing a new policy or definition on auxiliary lanes.'

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

### **5. DRAFT REGIONAL ACTIVE TRANSPORTATION PLAN ACKNOWLEDGMENT: RESOLUTION NO. 13-4454**

Ms. Lake McTighe provided an overview of the purpose and framework of the Active Transportation Plan (ATP). The acknowledgment resolution recognizes the work completed to date on the Draft ATP and directs staff to provide opportunities for further review and refinement until

the plan appropriately reflects the region's interests. The ATP is considered "draft" until the public comment in March 2014 and proposal for adoption as a component of the RTP in July 2014. A regional workgroup meeting on September 11<sup>th</sup> will preview proposed changes to the RTP based on the ATP.

Changes to the Draft ATP, reflected in the August 2013 draft, are based on stakeholder input and displayed in track changes. Changes to the Draft ATP include general changes, such as edits for clarity, added citations and appendix updates, changes to the network maps and additional detail on functional classifications, as well as added language for design guidelines, policies, and actions. Additionally, additional information on performance measures and performance management were incorporated, clarifying changes to funding, and project list changes related to project implementation.

Member comments included:

- Members asked clarifying questions about the project list in the Draft ATP appendix, specifically additional detail related to the process selection and purpose. Ms. McTighe stated the project list is not prioritized, and is intended to be used as a resource. The projects listed are those identified by local jurisdictions and agencies. The project list identifies existing projects in the RTP that help complete the identified regional bicycle and pedestrian networks; the list also identifies projects that could be added to the RTP. Ms. Margaret Middleton proposed the formation of a working group for counties and cities to ensure that all concerns are addressed prior to consideration for adoption, in addition to two amendments to the resolution.
- Members expressed concern surrounding incorporating changes in the ATP into the RTP, discussed concerns of delaying adoption of the RTP due to the ATP.
- Members expressed additional time for consideration would be valuable. Members acknowledged the time constraint while highlighting concerns related to limiting results through adhering to a constrained timeline.

MOTION: Mr. Alan Lehto moved, Ms. Cora Potter seconded, to recommend Resolution No. 13-4454 to JPACT with the following requests for consideration:

- Changes to Resolution No. 13-445:
  - Strike the words "policy and project" from the second "Be it Resolved;"
  - Change "to be adopted" to "consider for adoption" in the third "Be it Resolved;"
- Formation of an ATP/RTP workgroup to review, provide input and guidance on further refinement of the ATP and changes made to the RTP;
- As much work on the ATP and update to the RTP is completed during the 2014 RTP update.

RESULT: With all in favor, the motion passed.

## **6. REGIONAL FLEXIBLE FUND ALLOCATION PUBLIC COMMENT PERIOD SUMMARY AND LOCAL COORDINATING COMMITTEE UPDATE**

Mr. Ted Leybold of Metro provided an overview of the 2016-18 Regional Flexible Funds Allocation (RFFA) public comments and sub-regional project analysis. The RFFA Public Comment Report was

released in June and summarizes regional public comments collected from sub-regional outreach. Efforts focused on process and outreach to community leaders and local agencies, in addition to expanding resources for limited English language proficiency community members through language translation via phone, web, and written materials. More than 800 comments were received during the regional public comment period. Comments focused on bicycle and pedestrian safety, increasing support for job access and industrial land access related to freight, among others.

Mr. Leybold asked members to provide a summary of the sub-regional outreach process and results. Member comments included:

- Ms. Karen Buehrig stated Clackamas County received valuable comments from attendees of local meetings and the public. Clackamas County collaborated with their technical advisory group for the technical evaluation. All projects were discussed, though the majority of input and analysis surrounded active transportation. Four projects were submitted and an initial analysis was conducted to create a basis for discussion and prioritization. Discussion focused on evaluating safety. Molalla Avenue, Oregon City was identified as a top priority in the technical analysis.
- Mr. Dan Bower of the City of Portland stated Portland received a high volume of public comments. The City of Portland used Metro's guidelines for the technical evaluation, weighed policies, and discussed costs and benefits surrounding ITS projects. Results of the public hearing concentrated on general acknowledgement of work and did not include detailed project specific comments. A summary of public comments will be made available.
- Ms. Joanna Valencia of Multnomah County stated East Multnomah County followed a similar technical review to the City of Portland, utilizing the East Multnomah County Technical Advisory Committee to rate and prioritize projects. The public hearing received few attendees and most public comments were collected from email, social media, and tabling outreach events. Comments emphasized the need to improve access for employees in industrial areas and improving access to recreational facilities. A final decision for recommendation is scheduled for September 9<sup>th</sup>.
- Ms. Dyami Valentine of Washington County stated the Washington County used a technical advisory committee, as recommended by Metro's guidelines for technical evaluation, while considering local priority, scalability, and deliverability. The public comment process was guided by Metro's recommendations, using email, newsletter, and media outreach, in addition to direct notification to organizations. Discussion was held at an open house and additional comments were collected in online comments forms.
- Mr. Leybold stated a regional level public hearing was held, while the majority of comments were collected in a web-based comment tool.
- Members discussed clarification on how to use the RFFA criteria for evaluating and prioritizing and also expressed concern surrounding the need for additional guidance on input at local level and building knowledge at the decision-making level.

## **7. REDUCTION REVIEW ROUTES IN THE OREGON HIGHWAY PLAN AMENDMENTS AND ADMINISTRATIVE RULE**

Mr. Michael Bufalino of ODOT provided an overview of the Oregon Highway Plan (OHP) Amendments and Administrative Rule – Division 12. The 2003 legislature adopted changes to Oregon Revised Statutes (ORS) 366.215 identifying the Oregon Transportation Commission's authority to build and modify state highways. The statute states that that the Commission may not

permanently reduce 'vehicle-carrying capacity', or vertical and horizontal clearance, of an identified freight route unless safety or access considerations require the reduction, or a local government requests reduction. Oversized vehicles are issued permits on an annual or trip specific basis. ODOT began implementation in 2003. Improvements include Highway 6 in Tillamook and Highway 38 in Elkton, which were implemented in 2006 – 2007.

The designated Reduction Review Routes identify where the Department will apply the OAR 731-012-0010 review of vertical and horizontal clearance. Reduction Review Routes apply to state highways only and are not tied to federal designation. The review process is formalized in the administrative rule and additional guidance can be found on ODOT's website, <http://www.oregon.gov/ODOT/TD/TP/pages/ohp.aspx>. A stakeholder advisory group will serve as a valuable resource for providing feedback. The stakeholder form will assist to advise agencies and solutions that avoid creating a reduction of vehicle-carrying capacity may be identified in this forum.

ODOT continues to review projects for Reduction Review Routes. The stakeholder forum will expand membership and provide clear direction on Access Management. Guidance documents maps will be updated. For further information contact Mr. Tony Coleman, ODOT Region Mobility Liaison, at [Anthony.T.Coleman@odot.state.or.us](mailto:Anthony.T.Coleman@odot.state.or.us).

Members asked clarifying questions related to conflict with the national network. Mr. Bufalino stated the Administrative Rule is not in direct connection. The Administrative Rule includes large vehicles, which is not explicitly called out and would require professional staff review to incorporate national network protections.

## **8. PORT OF PORTLAND RAIL PLAN**

Mr. Phil Healy provided an overview of the Port of Portland Rail Plan. Rail Plan projects extend to 2030. Recently completed projects include South Rivergate Rail Yard, Ramsey Rail Yard, St. Johns Lead, Barnes Yard Bypass, and Leadbetter Overcrossing. The objectives of the Rail Plan are to identify future freight demand, challenges, and opportunities for the Port; compare forecasted demands, business opportunities, and challenges to the capability of the existing infrastructure; identify infrastructure improvements necessary to meet those demands, opportunities, and challenges.

A Port Rail Plan Working Group provided stakeholder input through interviews with railroads, shippers, and tenants. A two-pronged approach examined port-oriented projects and main line capacity-oriented projects. Evaluation methodology consisted of BST's cargo forecast methodology, a train volume forecast based on different train segments, and the track utilization measurement Line Occupancy Index (LOI) Tool.

29 infrastructure projects were identified in total. Key projects identified were Project 3: Peninsula Terminal Connection at Suttle Road, Project 21: Kenton Line Double Tracking, Project 20, North Portland Crossover Improvements, and Project 12: North Rivergate Boulevard Grade Separation.

Member comments included:

- Members asked if there is coordination between Port of Portland and ODOT on rail projects. Mr. Healy stated the Port of Portland is coordinating with ODOT on their rail project.

- Members asked if the Rail Plan takes economic advantages into consideration. Mr. Healy stated each project will include a cost benefit analysis and that there is an implementation strategy chapter.

## **9. 2014 REGIONAL TRANSPORTATION PLAN PROJECT SOLICITATION**

Mr. John Mermin of Metro provided an overview of the 2014 Regional Transportation Plan (RTP) project solicitation. Metro will issue a “Call for Projects” on September 23<sup>rd</sup> to refine RTP investment priorities. The current RTP goals and performance targets will provide policy direction for investment priorities to be brought forward for consideration in the 2014 RTP update. Two levels of investment were developed for the 2014 RTP, both of which are tied to a funding target: the 2014 RTP Federal Priorities and the “state” 2014 RTP Investment Strategy. Changes to the 2014 RTP project solicitation are funding targets tied to expenditure schedules, which are intended to assist local jurisdictions, counties, TriMet, South Metro Area Rapid Transit (SMART), Port of Portland, and the Oregon Department of Transportation to prioritize investments.

Metro staff will host a 2014 RTP project solicitation workshop on September 23, 2013. Metro will also hold a separate meeting with the lead county coordinating committee staff, as well as leads at TriMet, ODOT, Port of Portland, and City of Portland, to discuss coordination of local jurisdiction project submittals. Project submittals are due to Metro by December 6<sup>th</sup> to Ms. Grace Cho. Projects and programs submitted will undergo a system-level performance evaluation, policy review and formal public comment. In winter 2014, MPAC and JPACT will review the draft project list and policy refinements. Metro staff will begin the performance evaluation and compile an updated draft investment strategy (project list) and policy refinements to be released for public comment in March 2014.

## **10. ADJOURN**

Chair Gertler adjourned the meeting at 11:37 a.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>
	Agenda	N/A	83013 Revised TPAC Agenda	083013t-01
4.0	Handout	N/A	Revisions: 71913 TPAC Minutes	083013t-02
5.0	Letter	8/26/2013	City Club of Portland RE: RATP	083013t-03
5.0	Letter	8/22/2013	Oregon Walks RE: RATP	083013t-04
5.0	Letter	8/13/2013	Mayor Ogden on Behalf of Mayors in Region RE: ATP	083013t-05
5.0	Handout	N/A	ATP Recommended Bicycle and Pedestrian Network Maps	083013t-06
5.0	PowerPoint	8/30/2013	Draft ATP	083013t-07
7.0	PowerPoint	8/30/2013	OHP Amendments Administrative Rule – Division 12	083013t-08
8.0	Handout	N/A	Port of Portland Rail Plan Map	083013t-09
8.0	Handout	N/A	Port of Portland Rail Plan Project List	083013t-10
8.0	PowerPoint	8/30/2013	Port of Portland Rail Plan	083013t-11
9.0	Handout	N/A	2014 RTP Update Attachment 1: Solicitation Packet Instructions	083013t-12