



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
January 3, 2014
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Lynda David
Chris Deffebach
Courtney Duke
Adrian Esteban
Elissa Gertler, Chair
Carol Gossett
Judith Gray
Eric Hesse
Katherine Kelly
Nancy Kraushaar
Dave Nordberg
Cora Potter
Karen Schilling
Mychal Tetteh
Steve White
Rian Windsheimer

AFFILIATION

Southwest Washington Regional Transportation Council
Washington Co.
City of Portland
Community Representative
Metro
Community Representative
City of Tigard, representing Cities of Washington County
TriMet
City of Gresham, representing Cities of Multnomah Co.
City of Wilsonville, representing Cities of Clackamas Co.
Oregon Department of Environmental Quality
Community Representative
Multnomah Co.
Community Representative
Community Representative
Oregon Department of Transportation

MEMBERS EXCUSED

Karen Buehrig
Mike Clark
Scott King
Heather McCarey
Dave Nordberg
Satvinder Sandhu

AFFILIATION

Clackamas County
Washington State Department of Transportation
Port of Portland
Community Representative
Oregon Department of Environmental Quality
Federal Highway Administration

ALTERNATES PRESENT

Ken Burgstahler
Gary Schmidt
Lanie Smith
Kathryn Williams

AFFILIATION

Washington State Department of Transportation
Clackamas County
Oregon Department of Transportation
Port of Portland

STAFF: Taylor Allen, Grace Cho, Andy Cotugno, Kim Ellis, Ted Leybold, John Mermin, Brian Monberg.

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

Chair Gertler recognized the newly appointed TPAC Community Representatives. All present TPAC members briefly introduced themselves. Lake McTighe of Metro conducted a brief update on the Draft Regional Active Transportation Plan which is anticipated for review of refinements, RTP edits and discussion from TPAC January 31, 2014.

3. CITIZEN COMMUNICATIONS ON TPAC ITEMS

There were none.

4. CONSIDERATION OF THE MINUTES FOR NOVEMBER 1, 2013.

MOTION: Mr. Rian Windsheimer moved, Mr. Eric Hesse seconded to adopt the minutes for November 22, 2013.

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

5.1 ADDING THE POWELL BOULEVARD: I-205 TO SE 174TH PROJECT TO THE 2012-15 METROPOLITAN TRANSPORTATION AND IMPROVEMENT PROGRAM (MTIP) AND THE UNIFIED PLANNING WORK PROGRAM (UPWP)

Mr. Ted Leybold of Metro provided an overview of the amendments proposed to the MTIP and UPWP regarding the addition of the Outer Powell Boulevard Project. The 2013 State Legislature through House Bill 2322 directed that 4.9 million dollars of funding be utilized for project development of the Outer Powell Boulevard Project. The study area being proposed for additional planning is the Outer Powell Boulevard from Interstate 205 to approximately SE 176th Avenue. Some potential improvements may include storm water treatment, pedestrian, bicycle and transit access facilities and roadway improvements.

Rian Windsheimer of ODOT (Oregon Department of Transportation), who is the agency spearheading this project, proposed to budget 2 million dollars as a planning phase to develop the NEPA documentation of the project. This planning phase is proposed to amend the 2013-15 UPWP for inclusion. The preferred alternative that emerges from the project planning phase will carry forward to preliminarily design and engineering. The remaining 2.9 million dollars is being programmed for preliminary design consistent with the outcome of the planning work and proposed to be added to the 2012-15 MTIP.

Member Comments Included:

- Members asked clarifying questions regarding updates to the STIP (Statewide Transportation Improvement Program) and the RTP (Regional Transportation Plan). Mr. Windsheimer stated that the funding appropriated by the State Legislature needs to be incorporated into the MTIP, STIP and UPWP. As the MTIP is amended it will be reflected in the STIP. Mr. Leybold confirmed that the UPWP defines planning activity for the Outer Powell Boulevard Project and the results will be incorporated into the RTP Update, however it is not required that the RTP be amended.
- Members asked questions regarding the scope of the Outer Powell Boulevard Project and the specific Portland jurisdiction boundary. Mr. Leybold suggested coordination with City of

Portland, Gresham and ODOT to reflect correct jurisdiction boundaries in the Resolution title.

- Members asked clarifying questions regarding the Outer Powell Boulevard Project's planning timeline. Mr. Windsheimer confirmed that the project is not a new effort; however the funding appropriated by the State Legislature was recently approved in addition to the region's planning budget. He explained that Portland recently conducted a TGM (Transportation Growth Management) study that evaluated opportunities for improvements within the Outer Powell area.
- Members asked clarifying questions regarding state funding for the Outer Powell Boulevard Project. Mr. Leybold stated that the 4.9 million dollars in funding is new for the TGM. ODOT is planning to budget 2 million dollars to develop the preferred alternative option that emerges from the project planning phase. The remaining 2.9 million dollars will be utilized for preliminary design engineering consistent with the outcome of the planning work.

MOTION: Mr. Eric Hesse moved, Ms. Katherine Kelly seconded to recommend approval to JPACT with the title amended to include the following:

ADDING THE POWELL BOULEVARD: I-205 TO SE 174TH 176TH PROJECT TO THE 2012-15 METROPOLITAN TRANSPORTATION AND IMPROVEMENT PROGRAM (MTIP) AND THE UNIFIED PLANNING WORK PROGRAM (UPWP)

ACTION: With all in favor, the motion passed.

5.2. POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT: APPROACH AND STEERING COMMITTEE FORMATION

Brian Monberg of Metro provided an overview of the Powell Division Transit and Development Project and the steering committee formation. The project originated from the Metro Regional High Capacity Transit (HCT) Study conducted in 2009, which identified the Powell-Division Corridor vicinity as the second highest HTC area of the three near-term regional priority corridors. The project is a partnership between Metro, TriMet, ODOT, City of Portland, City of Gresham and Multnomah County to identify preferred HCT investments in the corridor and implement a development strategy to support key places within the Powell-Division HCT Corridor for community and economic development. The project is currently initializing the formal planning stage that consists of four milestones: project foundation, identify alternatives, refine alternatives and project agreement concluding in Winter 2014. The formal planning stage will result in two outcomes: (1) A definition of a new transit line connecting Portland and Gresham, including vehicle mode, route and station (2) A development strategy for key places in the corridor considering what areas have changed and remained stable, policies and projects to support stations, and economic development to focus future desired development.

The steering committee will include community and business leaders that represent social, environmental and economic issues relevant to the Powell-Division Corridor. Some of the partnerships include, but are not limited to: Mount Hood Community College, Portland Community College, Coalition Gresham Neighborhoods and Division Midway Business. The Metro Council is anticipated to take action to convene the steering committee January 16, 2014.

Member Comments Included:

- Members suggested representation from the freight community on the steering committee. Mr. Monberg confirmed that within the context of broader public engagement efforts, outreach through the City of Portland and the City of Gresham has been conducted to communicate with freight interests and committees on a local level for technical analysis. In addition to the steering committee, there is interest in convening a panel of experts specifically from the freight community for adequate representation in the decision making process.
- Members asked clarifying questions regarding the areas identified as opportunities for growth. Mr. Monberg stated that the City of Portland and City of Gresham will be able to define which areas are ready for growth ensuring that these opportunities are consistent with city policies. The cities will also have the opportunity to identify areas that should remain unchanged and protected. Katherine Kelly of the City of Gresham explained that Metro funding for land use was received and can be used for economic analysis and market feasibility along the Powell-Division Corridor.
- Members expressed concern regarding the various projects such as the SW Corridor Project and the Outer Powell-Boulevard Project highlighting the possibility of conflicting funding needs.

7. TRANSPORTATION FOR AMERICA'S (T4A) FEDERAL TRANSPORTATION REVENUE PROPOSAL

Chris Rall of Transportation For America provided an overview of T4A's Transportation Revenue Proposal. Transportation For America is an alliance composed of business, civic and elected leaders nationwide who are united to keep cities, towns and suburbs strong and economically competitive by advocating for investment in innovative transportation solutions. He highlighted the fact that without action from Congress in 2014, the Highway Trust Fund will be in a deficit that may require halting the federal program for fiscal year 2015, which would significantly decrease the level of federal funding Metro would receive. The annual investment needed to make the transportation fund solvent and effective totals to thirty billion dollars. The proposal consists of five options. Some examples of the options include: (1) Add 17 cents per gallon to the federal gas tax (2) Introduce a fee of 4\$ on each barrel of oil (3) Add a sales tax of 5.5% to fuel purchases. Raising an additional 30 billion dollars per year would potentially allow for bridge and roadway repair, improving communities and expanding opportunity and spurring local innovation.

Mr. Rall solicited endorsement of T4A's Federal Transportation Revenue Proposal as well as a recommendation to JPACT. Metro has a history of supporting Transportation for America. In 2008, JPACT endorsed T4A's principles. T4A's Federal Transportation Revenue Proposal is consistent with Metro's Federal agenda which calls for increase in federal investment and more local control.

Member Comments Included:

- Members asked for specific clarification on how T4A's Proposal is different from or similar to the related federal transportation funding requests that have been presented to TPAC.
- Members expressed concern regarding the recent proliferation of similarly related federal transportation funding requests that have been presented to TPAC, such as the letter to Congressman Blumenauer about the Budget Reconciliation Committee, the Blumenauer

UPDATE Act Letter development of federal transportation priorities. Members suggested developing an all encompassing federal transportation funding policy strategy. Mr. Rall highlighted the support of T4's Proposal as a part of a nationwide coalition including groups such as the Seattle Chamber, Silicone Valley Leadership Group, Chicago Metropolitan Planning Organization and others further establishing the strength of a nationwide policy strategy.

- Members asked clarifying questions about the specific request in T4's Proposal. Mr. Rall explained that the proposal is to raise thirty billion dollars. The proposal includes a menu of options to achieve this transportation investment need.
- Members highlighted the need for transportation funding that focuses on operational structure instead of infrastructure because operational improvements closely impact people from lower social economic backgrounds. Mr. Rall explained that T4A attempted to address the lack of funding for transit operations, however there was not adequate support to view transit operations as a federal funding responsibility. Mr. Hesse confirmed that the 30 billion dollar investment can not be directly utilized for operations however can be used in other ways like preventative maintenance, which would still support transit operations.

MOTION: Chair Gertler recommended JPACT's endorsement of the T4America Revenue Proposal with a whereas linking to Metro Resolution No. 13-4489.

ACTION: With all in favor, the motion passed.

8. 2014 REGIONAL TRANSPORTATION PLAN (RTP) PROCESS UPDATE AND DRAFT PROJECT LIST

Mr. John Mermin of Metro provided an overview of the 2014 Regional Transportation Plan Update (RTP) and Project List. The U.S. Department of Transportation (USDOT) requires metropolitan regions to maintain a Regional Transportation Plan with updates every four years and conform to federal clean air standards in order to take effect. The RTP must comprise a rolling 25-year planning horizon. The current RTP was shaped by regional goals adopted in 2010. Currently the RTP encompasses 1071 projects compiled from local plans representing a total of 19.8 billion federal, state and regional funds. The current RTP encompass a broad range of projects related to bicycle, pedestrian, transit demand management, system management auto and freight. Metro collaborates with a number of partners including cities, counties, TriMet, SMART, ODOT and Port of Portland to develop a single system that crosses boundaries. His presentation highlighted the general composition of the draft project list as well as the scale of projects. Mr. Mermin highlighted that in comparison to the 2010 RTP project list, the share of projects going towards active transportation has increased in all four sub-regions (Clackamas County, Washington County, East Multnomah County, and Portland). The full presentation is included as a part of the meeting record. February 28, 2014 TPAC is anticipated to preview the draft RTP before public review.

Member Comments Included:

- Members expressed interest in slide 16, which showed that 31% of Clackamas County's project list (by cost) is going towards Active Transportation. Mr. Mermin highlighted major projects in Clackamas County such as the Willamette River Trail Project totaling to 40 million dollars as well as a The McLoughlin Project totaling to 42 million dollars.

- Members asked clarifying questions about whether projects funded through the state legislature are included in the RTP as a part of the financially constrained section. Mr. Mermin confirmed that any regionally significant projects funded through the state legislature are included in the RTP as a part of the financially constrained section.

9. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT: FIRST LOOK AT RESULTS PART 3

Ms. Kim Ellis of Metro provided an overview of the Climate Smart Communities Scenarios Project. In 2009, the Oregon Legislature mandated that the Portland metropolitan region reduce per capita greenhouse gas emissions for light duty vehicles by 20 percent below 2005 levels by 2035. Additionally, the region must select a preferred approach by December 31, 2014. The goal of the Climate Smart Communities Scenarios Project is to engage community, business, public health and elected leaders in a discussion to shape a preferred approach that meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas. The Climate Smart Communities Scenarios Project is currently in Phase 3, transitioning from data development and analysis to policy discussions to shape a draft preferred scenario by May 2014.

Metro used the GreenSTEP model to compare and evaluate the following outcomes across the three approaches: greenhouse gas emissions, housing and jobs, travel, access to transit and destinations, and air quality. The GreenSTEP model also provides a methodology for monetizing social costs which are defined as costs paid for by society as a result of public health and environmental impacts.

The additional results discovered in Part 3 include public health, potential revenues raised and potential household costs which will be used in combination with previously reported results to inform regional discussions to shape the preferred scenario approach in 2014. The results reported include air pollutants, physical activity and reduced exposure to fatalities across the three scenarios. The financial costs include passenger vehicle costs such as ownership and operating costs across the three scenarios.

Moving forward in 2014, staff recommends a four-step process for building consensus on what strategies are included in the region's preferred approach:

- **Step 1 and 2:** In January and February 2014, the Council, MPAC, and JPACT confirm initial areas of agreement to carry forward into the region's draft preferred approach without further discussion related to: (1) locally adopted comprehensive plans, zoning and draft 2014 RTP investment priorities from local transportation system plans, ODOT, TriMet, SMART and the Port of Portland, and (2) state assumptions for pay-as-you-drive insurance, clean fuels and more fuel-efficient vehicles and engines.
- **Step 3:** From February to May 2014, the Council facilitates a regional discussion to identify recommendations related to transportation information programs, transportation system efficiency, transit service and parking management to be included in the region's draft preferred approach. TPAC and MTAC will help frame policy options for MPAC and JPACT discussion in April and May.

- **Step 4:** From February to December 2014, the Council facilitates a regional discussion to identify potential funding mechanisms to implement the preferred approach. TPAC and MTAC will help frame policy options for MPAC and JPACT discussion in April and May.

The full presentation is included as a part of the meeting record.

Member Comments Included:

- Members asked clarifying questions addressing the level of assumptions taken in the policy areas that receive confirmation from the state. Ms. Ellis explained it is anticipated the state will support using the fleet and technology assumptions used in the analysis to date because they reflect the assumptions used when setting the region's greenhouse gas emissions reduction target. Confirmation is also needed on what is reasonable to assume for "pay as you drive" insurance.
- Members asked questions concerning Step Three and how the distinctions between scenarios B and C should be represented in future discussions with JPACT. Ms. Ellis proposed working together with TPAC to develop policy options to present to JPACT. There are a range of transit levels which can be utilized to shape further discussion around cost, tradeoffs and levels of transit service across the three scenarios. Materials that explicitly illustrate the differences in levels of services are being developed to support the policy discussion. One approach is to present what was tested in each of the 3 scenarios as the range of policy options.
- Members expressed interest in the follow up action from local governments regarding implementation of the local plans that were considered in the scenario analysis. Ms. Ellis confirmed that amendments to the Regional Framework Plan are required for adoption. The RFP directs Metro. Functional plan changes needed to further advance implementation of the final preferred scenario will be assessed but not adopted as part of the final action in 2014.
- Members suggested recognizing the totality of the costs across the scenarios to further supplement the GreenStep model by utilizing AAA data and Transit Industry Association Data which estimates household savings for owning fewer vehicles and relying on transit, walking, and biking by choice.
- Members asked clarifying questions regarding the definition of the term market responsive parking approach. Ms. Ellis stated that a market responsive parking approach is the range of different actions that can be implemented like adopting minimum and maximum parking ratios to pricing parking. The term is intended to convey that ranges of parking management strategies are available and the strategies should be tailored to the specific needs of an area with a focus on areas like downtowns and main streets. More information will be brought forward for discussion.
- Members highlighted anticipated questions from MPAC concerning UGB expansion. Ms. Ellis stated that for the purposes of analysis the Council-adopted growth distribution assumed in scenario B is recommended to be used in draft preferred approach. She further explained that the adopted distribution assumed 12,000 acres of urban reserves being made available for development by 2035.
- Members asked clarifying questions regarding the confirmation with the state in Step Two of shaping a draft approach. Ms. Ellis explained that confirmation with the state is defined as requesting their agreement on the assumptions that are reasonable for the region use

related to cleaner fuels and vehicle technologies as well as the rate of participation in private insurance that is paid based on miles driven.

10. ADJOURN

Chair Gertler adjourned the meeting at 12:05 p.m.

Respectfully Submitted,



Taylor Allen
Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
4	Handout	01/03/14	112213 Draft Minutes	01314t-01
5.1	Resolution	01/03/14	Resolution No. 14-4498 Re: For the purpose of adding the Powell Boulevard	01314t-02
5.1	Resolution	01/03/14	Resolution No. 14-4496 Re: For the purpose of creating and appointing members of a steering committee for the Powell-Division transit and development project	01314t-03
6.1	PPT	01/03/14	RTP Status Update & Summary of Updated Draft Project List	01314t-04
6.2	Memo	12/30/13	Climate Smart Communities Project- Proposed Process for Shaping the Preferred Approach in 2014	01314t-05
6.2	PPT	01/03/14	Climate Smart Communities Project First Look at Results Part 3	01314t-06