



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE  
January 31, 2014  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

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

AFFILIATION

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

MEMBERS EXCUSED

Mike Clark  
Scott King  
Satvinder Sandhu  
Mychal Tetteh  
Rian Windsheimer

AFFILIATION

Washington State Department of Transportation  
Port of Portland  
Federal Highway Administration  
Community Representative  
Oregon Department of Transportation

ALTERNATES PRESENT

Ken Burgstahler  
Phil Healy  
Lanie Smith

AFFILIATION

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

**STAFF:** Taylor Allen, Andy Cotugno, Kim Ellis, Ted Leybold, Lake McTighe.

**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**

- Nancy Kraushaar of the City of Wilsonville, representing Cities of Clackamas Co. distributed a brochure detailing Wilsonville's 2013 Bicycle and Pedestrian Connectivity Action Plan. The Action Plan illustrates sidewalks, bikeways and trails as well as planned capital improvement projects that connect the city.
- Eric Hesse of TriMet announced that the Secretary of State Kate Brown released an Audit of TriMet. TriMet acknowledged the findings in a 10 page response by General Manager Neil McFarlane, which can be accessed online at TriMet's website.
- Andy Cotugno of Metro introduced Resolution No. 14-4501 for the purpose of endorsing the Federal Transportation Revenue Proposal by Transportation for America (T4America).
- John Mermin of Metro highlighted a February 14, 2014 deadline regarding questions about compiled project lists for the draft Regional Transportation Plan (RTP) that were sent to local jurisdictions throughout the Metropolitan region to ensure that all projects were included as a part of the region's list as well as modeling and GIS (Geographic Information Systems) related inquiries.
- Chris Meyers of Metro announced status updates on the draft Unified Planning Work Program (UPWP) which is anticipated to for access February 13, 2014.

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

There were none.

### **4. CONSIDERATION OF THE MINUTES FOR JANUARY 3, 2014.**

MOTION: Mr. Hesse moved, Carol Gossett seconded to adopt the minutes for January 3, 2014 with the following amendments:

- Ms. Lynda David will serve as the SW Regional Transportation Council's (RTC) Representative with Bob Hart, who will serve as RTC's Alternate Representative;
- Ron Papsdorf, representing Cities of Multnomah Co. was not present on January 3<sup>rd</sup>;
- Heather McCarey, community representative was not present on January 3<sup>rd</sup>.

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

### **5. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT- PROCESS FOR SHAPING THE PREFERRED APPROACH IN 2014**

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 on track to meet its legislative and administrative mandates. In November, the committees discussed early results related to greenhouse gas

emissions, housing, jobs, travel and air quality. In December, Metro staff presented results related to economic and social equity outcomes. In January, the committees reviewed public health and additional cost-related results and a proposed process for developing the preferred approach in 2014.

Ms. Ellis highlighted several project-related updates. Some of the updates include: (1) The Oregon Health Authority is in the process of completing a technical review of a health impact assessment of the three scenarios and preparing additional findings and recommendations for the region to consider; (2) The Oregon Department of Transportation staff were scheduled to provide briefings to the regional advisory committees on the Statewide Transportation Strategy Short-Term Implementation Plan; (3) The Oregon Department of Transportation and Land Conservation and Development Commission submitted a progress report to the Oregon House and Senate interim committees related to transportation on progress toward implementing the land use and transportation scenario planning described in section 37 of House Bill 2001. The full presentation is included as a part of the meeting record.

Moving forward in 2014, Metro staff seeks approval of the 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.

Ms. Ellis explained that approval of the process means the policy committees are in agreement on how the project moves forward to shape and adopt the preferred approach in 2014. With MPAC and JPACT approval, the project can move forward and Steps 3 and 4 will become the focus of upcoming engagement activities and policy discussions to develop a draft preferred approach by May 2014.

Member Comments Included:

- Members asked clarifying questions regarding the differences in background information being discussed with MPAC and JPACT in Steps 1 and 2 of the process for shaping a preferred approach. Ms. Ellis stated that JPACT has more limited time on each agenda.

There will be other opportunities to bring the information forward, however not in the same discussion oriented manner.

- Members asked questions about Step 4 and how funding implications will inform the previous Steps in the process for shaping a preferred approach. Ms. Ellis explained that Metro staff plans to incorporate information about how transportation is currently funded in the region, including annual state and federal revenues and other financial assumptions used in the Regional Transportation Plan.
- Members asked clarifying questions about potential investments and actions related to managing the urban growth boundary in scenarios B and C. Ms. Ellis confirmed that the urban growth boundaries in scenarios B and C represent land availability assumed in the growth distribution forecast and local government assumptions concerning their zoning and comprehensive plans that the Metro Council adopted in 2012.
- Members expressed interest in the impact of the policy areas on businesses. Ms. Ellis stated that the results reported in the economic and social equity outcomes analysis showed positive economic impacts of reducing greenhouse gas emissions in terms of saving money and reducing delay on the transportation system. Further evaluation of the work that the state has done with economic impacts will be incorporated to discuss the potential business impacts and benefits.
- Members recommended stronger language reinforcing the fact that additional actions and investments must be implemented to reduce greenhouse gas emissions in the draft preferred approach rather than “Stay The Course.” This change was recommended to better communicate that we should keep doing what we are already doing to implement local and regional plans and that we need to strengthen our efforts to work together to secure funding and make the investments needed to implement those plans.
- Members recommended revising the Step 4 description to more explicitly acknowledge the need to secure funding to implement adopted plans and any new actions that are identified in Step 3, and that new funding mechanisms are needed.
- Members recommended that Metro staff look for opportunities to clarify the overall process, and what MPAC and JPACT are being asked to approve in February, and to add an opportunity for TPAC and MTAC to make formal recommendations to JPACT and MPAC prior to the May joint JPACT/MPAC meeting.
- Members expressed interest in the Oregon Health Authority’s review of the health impact assessment of the three scenarios. Ms. Ellis stated that the Oregon Health Authority (OHA) is finalizing their technical review which will be available next month. OHA staff is scheduled to brief TPAC at the March meeting.
- Members asked clarifying questions about how to support elected officials throughout the region in terms of understanding the results and expectations for the upcoming policy discussions aimed at shaping the preferred approach. Ms. Ellis explained the policy discussions will be framed using the range of what was tested in Scenarios A, B and C with a focus on the four policy areas: transit, information and technology, parking and funding mechanism. In addition, she stated that Metro staff will seek input from TPAC and MTAC on the materials used to frame the policy discussions.
- Members suggested utilizing specific examples that illustrate the policy options with relation to financial costs across the three scenarios to further inform a decision in shaping the preferred approach.

MOTION: Ms. Katherine Kelly moved, Ms. Chris Deffebach seconded to recommend approval to JPACT with the refinements recommended by members during the discussion.

ACTION: With all in favor, the motion passed.

## **6. REVIEW OF DRAFT REGIONAL ACTIVE TRANSPORTATION PLAN WORK GROUP REFINEMENTS AND NEXT STEPS**

Lake McTighe of Metro provided an overview of the recommended changes from the regional work group to the Draft Regional Active Transportation Plan (ATP). The ATP identifies a vision, policies and actions to complete a seamless green network of on and off street pathways and districts integrating walking, biking and public transit throughout the Metropolitan region.

At the request of Metro's advisory committees Metro convened a regional work group consisting of forty members ranging from bicycle and pedestrian advocacy groups, freight representatives and other stakeholders to finalize the ATP. The purpose of the work group was to provide additional opportunities for local jurisdictions and other stakeholders to review the draft ATP, provide additional input and develop a final plan that represents the broad range of interests and objectives across the region.

Ms. McTighe highlighted some of the work group recommendations including changes in the design guidance chapter, freight concerns & impacts, target & performance measures, functional classification map, and the existing conditions map. A complete summary of the edits incorporated into Draft 3 of the ATP can be accessed as a part of the full meeting record.

Metro staff anticipates the incorporation of any additional comments from the work group, TPAC and MTAC into the final public review draft of the plan by February 19, 2014. A final draft of the public review copy of the ATP will be available at the February 28, 2014 TPAC meeting. TPAC members, along with the public and other stakeholders will be encouraged to provide comments on the public review copy of the draft ATP during the six weeks of public comment, March 21-May 5. Metro staff will respond to stakeholders' recommendations to the ATP, which will be brought to TPAC on April 25, 2014.

Member Comments Included:

- Members asked clarifying questions regarding stakeholder outreach methods that will be utilized to inform people about the public comment period and the draft Regional Active Transportation Plan. Ms. McTighe stated that the information will be available and accessible online at the following address:  
<http://www.oregonmetro.gov/activetransportationplan>. Additionally, public notices will be sent out and public forums will be held inviting public comment on the draft ATP.
- Members expressed interest in the adoption approach for the ATP, either by resolution or by ordinance. Ms. McTighe explained that Metro is currently proposing an approach to propose adoption of the ATP by resolution, while elements of the ATP – pedestrian and bicycle concepts, networks, functional classifications and policy updates would be adopted in the RTP by ordinance.
- Members suggested language changes to the first paragraph of the Executive Summary in the draft ATP specifically in reference to: "The Regional Active Transportation Plan (ATP) provides a vision, plan and policies for communities in our region to ~~compete more~~

effectively for limited funding to develop consistent and connected pedestrian and bicycle networks integrated with transit, to achieve transportation targets and local aspirations and to make the most of investments.” Members explained that the described language could be included as a result or moved to a different section.

## **7. DRAFT METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) ANALYSIS AND PROGRAMMING**

Ted Leybold of Metro provided a summary of the proposed fund programming processes and draft programming for the regional flexible fund element of the 2015-2018 Metropolitan Transportation Improvement Program (MTIP).

As the metropolitan planning organization (MPO) for the urban area of the Portland region, Metro develops a schedule of federal transportation spending in the Portland urban area. As a result, Metro authors the MTIP, which outlines the distribution of different sources of federal transportation funds. The MTIP process determines which projects included in the long-range Regional Transportation Plan (RTP) will receive funding priority from year to year. The MTIP fund programming must be consistent with the region’s transportation goals and policies identified in the RTP.

In Oregon, each MTIP is updated every two to three years, overlapping the previous MTIP document. Therefore, most projects in the last two years of an MTIP are carried into the next MTIP. The reason for the two to three year update cycle is to update the status of transportation projects in the region moving from planning to project development to construction and to most effectively allocate new funding to the most current project priorities.

Currently, Metro staff has been working closely with staff from local jurisdictions including TriMet, ODOT to develop a sketch of the fund programming for fiscal years 2015-2018. After receiving recommendations on the 2015-2018 regional flexible fund element of the MTIP fund programming, proposed programming for all federal and regionally significant project funding (including ODOT and Transit administered funds) will be incorporated into a public comment version of the 2015-18 MTIP document. A draft of the MTIP for public comment will be released on March 21, 2014 in tandem with the 2014 RTP and the ATP.

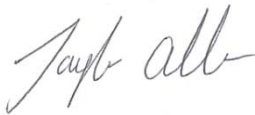
### Member Comments Included:

- Members asked clarifying questions about draft project programming funding totals found in the “Draft Programming and Revenues: 2015-18” Table. Mr. Leybold explained that the table reflects the federal amount, local amount (minimum required match) and other amount. Mr. Leybold clarified that the top four projects were not funded through construction because of the additional project and planning work required.
- Members expressed interest in the consequences and results of reduced federal transportation funding in reference to the revenue forecasted in the MTIP. Mr. Leybold explained that federal budget cuts to transportation could significantly impact the projects included in the 2015-18 Regional Flexible Fund resulting in a shortfall of approximately 10 to 12 million dollars.

## 8. ADJOURN

Chair Gertler adjourned the meeting at 12:00 p.m.

Respectfully Submitted,



Taylor Allen  
Recording Secretary

| ITEM | DOCUMENT TYPE | DOC DATE | DOCUMENT DESCRIPTION  | DOCUMENT NO. |
|------|---------------|----------|---|--------------|
| 2    | Resolution    | 01/31/14 | Resolution No. 14-4501 Re: Endorsing the Federal Transportation Revenue Proposal by T4America                               | 013114t-01   |
| 3    | Brochure      | N/A      | Wilsonville's Bicycle & Pedestrian Connectivity Action Plan 2013  | 013114t-02   |
| 4    | Handout       | 01/31/14 | 13114 Draft Minutes   | 013114t-03   |
| 5    | Memo          | 01/28/14 | Climate Smart Communities Scenarios Project – Process for Shaping the Preferred Approach in 2014                            | 013114t-04   |
| 6    | Map           | 01/31/14 | Active Transportation Plan Recommended Regional Bicycle Network   | 013114t-05   |
| 6    | Map           | 01/31/14 | Active Transportation Plan Regional Pedestrian Network  | 013114t-06   |
| 6    | PPT           | 01/31/14 | Review Draft 3 of the ATP   | 013114t-07   |
| 7    | Memo          | 01/31/14 | Summary of 2015-18 Metropolitan Transportation Improvement Program Proposed Programming Process with additional attachments | 013114t-08   |