



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
February 28, 2014
Metro Regional Center, Council Chamber

MEMBERS PRESENT

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

AFFILIATION

Clackamas County
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 Wilsonville, representing Cities of Clackamas Co.
Community Representative
Oregon Department of Environmental Quality
Community Representative
Multnomah Co.
Community Representative
Community Representative
Oregon Department of Transportation

MEMBERS EXCUSED

Mike Clark
Katherine Kelly
Satvinder Sandhu

AFFILIATION

Washington State Department of Transportation
City of Gresham, representing Cities of Multnomah Co.
Federal Highway Administration

ALTERNATES PRESENT

Chris Strong
Kathryn Williams
Ken Burgstahler

AFFILIATION

City of Gresham
Port of Portland
Washington State Department of Transportation

STAFF: Jessica Rojas, Lake McTighe, Kim Ellis, Ted Leybold, John Mermin and Chris Myers.

1. CALL TO ORDER, DECLARATION OF A QUORUM

Chair Elissa Gertler declared quorum and called the meeting to order at 9:33 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE

Chair Gertler introduced Jessica Rojas as the substitute recording secretary.

ATP Update: Lake McTighe of Metro provided an update on the Active Transportation Plan, shared a link to the web page of the preview draft of the public review draft of the Active Transportation Plan, which can be viewed at <http://www.oregonmetro.gov/index.cfm/go/by.web/id=39005> Suggestions to the draft before being released for public review by March 21st through May 5th need to be submitted by March 12th. A clean copy, a track changes copy and maps are provided.

UPWP Update: Chris Myers provided a confirmation reminder about the March 28th TPAC meeting where he will be coming before the committee for discussion and seeking recommendation in regards to the UPWP update. A draft will be available March 14th.

Chair Gertler acknowledged new TPAC member, Chris Strong, Transportation Division Manager, serving as a stand-in for the appointed representative for the City of Gresham.

3. CITIZEN COMMUNICATION:

There were none.

4. CONSIDERATION OF THE TPAC MINUTES FOR JAN. 31, 2014

MOTION: Eric Hesse moved, Steve White seconded to adopt the minutes for January 31, 2014.

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

5. PREVIEW OF PUBLIC REVIEW DRAFT REGIONAL TRANSPORTATION PLAN

John Mermin, 2014 Regional Transportation Plan project manager, provided a status update to the proposed changes to the Regional Transportation Plan (RTP). Mr. Mermin provided a timeline of events for the RTP process. Completed steps include solicitation of the project, for which JPACT and Metro Council adopted a work program in fall. During the month of February, project coding, modeling and finalization of the RTP document will take place. Next steps include a Regional Committees preview draft of the RTP with final adoption set for July 2014.

Mr. Mermin summarized some of the general edits to the RTP. Some of the highlighted edits included:

- Updated data and maps that reflect aspects such as safety, road maintenance, recession recovery and other population demographics in Chapter 1.
- Added links to online system maps and updated mobility corridor schematic and mobility atlas description in Chapter 2.
- Revised goal/objective language and updated baseline crash data to 2007-2011 in Chapter 2.
- Added policy to “Improve pedestrian and bicycle access to transit” and updated regional bike network vision and polices for consistency with ATP in Chapter 2.
- Chapter 3 edits include updates to the sources of revenue, size of revenue targets and tables describing composition of federal and state project list.
- Edits in Chapter 5 include Corridor Refinement Planning updated to reflect completed and in-progress studies. Updated alternative mobility standards text to reference OHP and TPR amendments.

Mr. Mermin referenced a memo included in the meeting packet in regards to the Regional Transportation Plan public engagement and comment period from Clifford Higgins, Public Engagement Specialist. The public comment period lasts from March 21 to May 5, 2014, and includes three community open house events in April, one in each county. The opportunity to

provide a recommendation on changes proposed during the public comment period will take place during the April 25th TPAC meeting. Following that will be preliminary approval by JPACT, MPAC and Metro Council (May) and air quality modeling & comment period in during the months of May to June. Final action by JPACT & Metro Council is scheduled for July 2014.

Mr. Mermin also provided a handout that describes some of the projects that will be added to the draft list prior to the public comment period.

Member questions and comments included:

- Members sought clarification of the sequence of events for the comment period, members see a possible conflict with allowing public comment period to overlap with when the committee is required to provide recommendation.
- Mr. Mermin clarified that a 45 day period for comments was required during a tight timeframe, and therefore does not provide enough time for another TPAC interface prior to the deadline. A full list of how Metro is responding to comments will be provided to the committee for review.
- Members requested a list of projects and the needs such as a executive summary to be included in the Mobility report.

Mr. Mermin responded that there will be a slimmer version of the Mobility Atlas made available as well.

Anne Russett of ODOT responded that there is concern by those involved to not loose valuable data in the project and maintain a level of consistency. The focus is to conduct a broader process in regards to the RTP. Real time data will be linked into the projects, including maps into the mobility corridor.

- Members asked for elaboration on the last bullet in chapter 5 edits, in regards to the environmental justice methodology

Mr. Mermin responded that the next step is to develop a methodology for environmental justice, such as a benefits and burdens analysis. Currently he is in the process of receiving feedback from environmental justice advocates. The analysis will be included in the complete list of problematic projects after the public comment period. The information will be addressed in the Systems Performance chapter.

- Mychal Tetteh volunteered to assist with the public engagement efforts to improve the level of response.
- Eric Hesse of TriMet commented on the longer range vision with the Climate Smart Communities Project. He mentioned that TriMet is working with Metro staff to address policy in May.
- Nancy Kraushaar cited issues with High Capacity Transit in Clackamas County and inquired as to how those corridors will be prioritized in the future.
- Mr. Hesse agreed to follow up on that topic.

6. REGIONAL FLEXIBLE FUNDS RETROSPECTIVE FINDINGS

Ted Leybold, MTIP/RTO Manger of Metro, offered opening remarks for the Regional Flexible Funds survey results and introduced Dan Kaempff, Principal Transportation Manager of Metro. Mr. Kaempff presented on the 2016-18 Regional Flexible Funds Allocation Retrospective process and

provided updates on new development. Mr. Kaempff clarified Metro's role as the administrator of the funds and provided background on the process.

Highlights included:

- Survey requests were sent to over 200 individuals, the response rate was less than 10%.
- Gathered input in 5 areas: tools, coordination, public outreach, process and policy.
- Feedback included suggestions as to how to refine the process, improve mapping and other data tools.
- Suggestions were provided on how to improve coordination between ODOT, transit processes, as well as the public involvement process.
- Comments were received in regards to funding, with concern expressed that decisions were political. Respondents felt confident about the projects selected, but expressed concern for such confidence in the future.

Mr. Kaempff offered 3 questions for the committee to discuss:

- Given small response rate, do the survey findings accurately reflect TPAC's views?
- Does the current process serve the region well?
- What is the future of REOF, given the likelihood of additional funding is being minimal?

Member questions and comments included:

- Members asked if the survey results track who has responded.

Metro staff responded that responses were gathered from governments, non profits agencies and a private consulting firm.

- Heather McCarey expressed that as a community member, the low response rate may be a result of a lack of understanding and how the various projects differ.
- Karen Buehrig mentioned that the survey was very detailed, and validated the depth of understanding needed to answer the questions. Ms. Buehrig clarified that the jurisdictional response was good, but a challenge to engage with the survey.
- Members confirmed that those who were involved may have been burned out on the process. Issues of capacity were cited, the local process is important, but indicated interest in more consistency. Not sure if this is a role for Metro, to inform or develop talking points for local jurisdictions.
- Members expressed appreciation for the work done.
- Members suggested trying different routes for gathering comments, possibly utilizing a nonprofit organization for conducting the public outreach and education.
- Members inquired on how to move forward in the process.
- Metro staff will share the results of this survey with the public, yet a strategy for next steps of public engagement has not been established.

Mr. Leybold confirmed that this experience will be used as a policy direction for the future.

- Members expressed concern if the results reflect their concerns overall. Members indicated interest in revisiting the policy discussion and the development of the project.
- Members suggested looking at what the needs and priorities are and not focus on previous criteria and processes, citing the flexibility in the flex funds to address the needs.
- Members expressed a need to look at the overall policy and not focus on a particular program and whether it should continue.

- Members suggested a standardized process with consideration of different processes for different “buckets”. Members suggested adding more meetings in efforts to develop the criteria.

7. OREGON TRANSPORTATION OPTION PLAN

Ted Leybold provided opening comments for Amanda Pietz of ODOT on the State Transportation Options modal plan. Ms. Pietz provided details of the State Transportation Options Plan as a precedent for the nation. The plan sets the pace for the state in maximizing system efficiencies, supporting community goals, reducing transportation costs and improving management of congestion while providing options, choices and opportunities for travel.

The Statewide Transportation Options Plan is the result of a flexible funds grant awarded to Oregon. Currently the plan is in the first phase of assessing the needs and opportunities that exist. Phase 2 will focus on developing strategies and policies to strengthen the work. The timeline will include evaluating performance measures and the exploration of funding options. Phase 3 will extend into 2105 with development of a draft plan, opportunity for public review and final adoption and implementation in 2015.

Highlights of the plan included:

- Transportation Options is intrinsic to the implementation of the Oregon Transportation Plan and the success of Intermodal Oregon.
- The plans provides policy framework for substantiating the investment that are being made now and in the future.
- The plan was adopted by the Oregon Transportation Commission and is on par with policy direction for other modes and programs.
- The focus of the Transportation Options Plan is on policies, strategies and programs, not infrastructure decisions.
- Options accounted for include rideshare, transit, bike and pedestrian programs that support travel choice and provide traveler information and resources.
- Outreach was conducted to various communities including Transportation Options providers, universities, employers, tribes, state agencies and internal ODOT partners.
- Feedback on how to improve safety for all transportation users, the ability to expand beyond commute/school trips, as well as utilizing technology to improve access to Transportation Options.

Next steps in the process include:

- Existing Conditions Report and Refined Issues and Opportunities in March 2014.
Best Practice Research in April.
- Policy and Strategy Development in February through May.
- Performance Measures and Funding Opportunities during the Summer of 2014

A link to the project website was provided where interested parties can sign up for an email listserv:

www.oregon.gov/ODOT/TD/TP/Pages/toplan.aspx

Member questions and comments included:

- Karen Buehrig expressed satisfaction that Transportation Options have been extended out to rural areas. Mt Hood Multimodal Plan was cited as a high priority safety project that now includes Mt Hood Express as a new transit line. How do we coordinate, or how to get a TMA

in there? Ms. Buehrig expressed concern that the same access to funding is not available in rural areas to improve coordination. She inquired if Trip Check could also accommodate information about transit. She also is looking forward to seeing outreach to rural transit providers in Clackamas County.

- Rian of ODOT responded that currently there is dialogue in Region 1 and this conversation will broaden that to expand services across the state. Transit can be covered in Trip Check and he suggested bringing someone to TPAC to provide a tutorial on how to utilize that function.
- Members expressed interest in the performances measures, the level of funding and how these two interact.
- Members inquired as to how they can stay updated on the process.
- Ms. Pietz responded that updates can be provided, and discussed focus groups to engage folks on performance measures.
- Members inquired as to how Transportation Options interacts with the current RTO program.

Mr. Leybold responded that is a part of planned efforts, in particular on how we interact with the rest of the state, with a focus on how to coordinate better. Following coordination will come updates to the strategic plan.

- Members expressed interest in the non commute and school trips as well as non peak time frames that may not receive as much attention, expressed concern for the ability to accommodate choice and if that is a practice that can be sustained.
- Ms. Pietz responded that they are looking at that and considers this is an opportunity to look at what isn't fitting into other plans and to consider other needs.
- Members asked if there would be opportunity to bring in small capital investments and if the state could incorporate systems of reciprocity, so residents are not paying twice for transit options.
- Ms. Pietz acknowledged that funding is scarce and asked members to analyze the strategic investments and consider the worth they are getting out of these investments. Ms. Pietz referred to the Transportation Options plan as setting the foundation for that analysis.
- Members inquired as to who the community transportation providers are, as often they are the ones that fill in the gaps.
- Ms. Pietz confirmed that a diverse mix of urban and suburban groups are involved.

8. ANNE RUSSETT AND AMANDA PIETZ ON STS VISION AND SHORT TERM IMPLEMENTATION PLAN:

Ms. Pietz introduced Anne Russet from ODOT to provide information on the Statewide Transportation Strategy (STS), developed in response to Senate Bill 1059 (2010), which establishes a general course of action to reduce transportation-related greenhouse gas (GHG) emissions and help the state achieve its goal of reducing emissions to 75 percent below 1990 levels by 2050. Ms. Russett provided an overview of the strategies and the current implementation of the STS. This plan takes into consideration the impacts and need for the next 40 years in reducing GHGs.

Takeaways included:

- The strategy includes potential actions for federal and state government, local jurisdictions, the private sector and individuals
- Through extensive modeling and analysis work including collaboration from the committee and stakeholders who brought forth 18 recommended strategies ranging from

incorporating more efficient, lower-emission vehicles and engines, utilizing cleaner fuels to the development of different transportation options.

- Other considerations are efficient land use, looking at pricing, funding and market response opportunities.
- ODOT worked with internal and external stakeholders to develop the implementation plan next steps, including what needs to be implemented, how to implement and recommended timing.
- In an effort to develop an implementation plan, ODOT has focused on a short-term plan, looking into the current timeframe up to 5 years that builds on existing ODOT efforts and resources. Short term implementation also identified seven programs that represent a small sampling of strategies and elements included in the STS.

Ms. Pietz informed the committee that the Climate Smart Communities Project will be coming before ODOT's commission next month, to present on their efforts and common work.

Member comments included:

- Members commented as to whether eco-driving efforts could be incorporated into their programs; Ride Connection's current driver training program is an opportunity to bring ODOT's eco-driving campaign to the forefront.
- Members asked clarifying questions as to the makeup of ODOT's commission and incoming members.
- Ms. Pietz responded that some have resigned, the commission has a new chair, new commissioners have been appointed, and there is ongoing support for the STS work on the commission.
- Mr. Hesse referred to conversations about the OTC's acceptance of the STS and referenced the letter in support of STS from TriMet, wanting to make sure that the region is seizing the opportunities available and clearly defining the roles and strategies that will be used in this effort.

9. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Kim Ellis of Metro provided a preview of the draft policy options that will be for consideration by JPACT and MPAC during the April 11th and May 30th joint meetings. Ms. Ellis distributed documents for members to consider, highlighting the steps in drafting the preferred scenario. Ms. Ellis reminded members of the timeline for the process and identified the steps ahead, identifying the 8 steps that are involved through the process to the end of 2014 in shaping the draft preferred scenario.

Ms. Ellis sought feedback from the committee in posing policy questions and options for consideration during the joint meetings. Such recommendations include how much transit, transportation options information, parking and potential funding mechanisms should be considered. At the request of MTAC, the committee has been asked to defer making a recommendation about streets and highways and focus on biking and walking until the RTP system analysis is completed. The RTP results will be shared on March 17th at a workshop that will inform how to make a recommendation while considering financial constraints and other community and regional goals.

Highlighted questions for the committee to consider:

- What mix of investments and actions best support your community's vision for healthy and equitable communities and a strong economy while reducing greenhouse gas emissions?

- Given uncertainty around transportation funding, how should the region pay for investments needed to realize our shared vision for walkable communities, job creation and affordable housing and transportation choices?

Member questions and comments included:

- Members questioned whether the May 30 TPAC meeting would be moved in order to accommodate joint meetings.
- Metro staff responded that the meetings are scheduled for April 11th and May 30th, 8a.m to noon at the World Forestry Center. A more detail agenda and materials will be provided.
- Members inquired whether a notice was sent out to elected officials.
- Ms. Ellis responded that it was but hopes members could also make sure the dates are on elected officials' calendars.
- Members inquired if accommodations for those who drive will be made in order to get full attendance. Ms. Ellis indicated that parking accommodations will be made for JPACT and MPAC members in attendance.
- Members inquired if the two joint meetings would focus on different parts of the questions.

Ms. Ellis responded that feedback on that process is being sought; the funding discussion will likely be part of both meetings. She reminded members to consider the scale of the discussion, there may not be time to draw full conclusions, but will need to provide direction as to the next steps and needs to be at a level that can be tested over the summer and brought forward for public review in the fall.

- Members expressed concern if commissioners will have enough background to address the questions and weigh in.
- Members asked clarifying questions as to how much we can get done in each session.
- Members commented as to what elected officials may have trouble weighing in on without background, particularly costs and benefits.
- Metro staff responded that local officials will need to address what the needs are for their local community and strategies that support their adopted visions for the future..
- Mr. Hesse provided an update to the restoring of frequent service to all service lines and informed the committee that TriMet's Annual Report for 2013 is available on their website at <http://trimet.org/pdfs/publications/TriMet-Annual-Report-2013.pdf>

Chair Kloster adjourned the meeting at 12:02 p.m.

Respectfully Submitted,



Jessica Rojas
Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
5	Handout	02/2014	Regional Active Transportation Plan Pedestrian Map Book	022814-01
5	Handout	02/20/14	Draft Regional Transportation Plan (RTP)	022814-02
5	Handout	02/20/14	Track Changes Draft RTP	022814-03
5	PPT	02/28/14	PPT: Status update & overview of proposed changes to draft 2014 RTP	022814-04
6	PPT	02/28/14	2016-18 Regional Flexible Funds Allocation Retrospective	022814-05
7	PPT	02/28/14	Oregon Transportation options Plan	022814-06
8	PPT	02/28/14	Short-Term Implementation Plan Oregon STS	022814-07
9	Handout	02/28/14	Draft Policy Questions for TPAC/MTAC Review	022814-08