



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE  
April 25, 2014  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Karen Buehrig  
Adrian Esteban  
Lynda David  
Elissa Gertler, Chair  
Carol Gossett  
Judith Gray  
Eric Hesse  
Katherine Kelly  
Heather McCarey  
Dave Nordberg  
Cora Potter  
Karen Schilling  
Rian Windsheimer

AFFILIATION

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

MEMBERS EXCUSED

Mike Clark  
Chris Deffebach  
Courtney Duke  
Nancy Kraushaar  
Susie Lahsene  
Satvinder Sandhu  
Mychal Tetteh  
Steve White

AFFILIATION

Washington State Department of Transportation  
Washington Co.  
City of Portland  
City of Wilsonville, representing Cities of Clackamas Co.  
Port of Portland  
Federal Highway Administration  
Community Representative  
Community Representative

ALTERNATES PRESENT

Ken Burgstahler  
Phil Healy  
Peter Hurley  
Karen Savage

AFFILIATION

Washington State Department of Transportation  
Port of Portland  
City of Portland  
Washington Co.

**STAFF:** Taylor Allen, Grace Cho, CJ Doxee, Dan Kaempff, Tom Kloster, Ted Leybold, Lake McTighe, John Mermin and Troy Rayburn.

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

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

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

Chair Gertler updated TPAC members on the following:

- The 2014 Oregon State Rail Plan (SRP) is currently open for public review and comment from until June 20, 2014. The plan contains findings from studies and analysis on the future of rail in Oregon. The complete document is available online.

## **3. CITIZEN COMMUNICATION:**

There were none.

## **4. CONSIDERATION OF THE TPAC MINUTES FOR MAR. 28, 2014**

MOTION: Judith Gray moved, Carol Gossett seconded, to adopt the TPAC Minutes from March 28, 2014.

ACTION: With all in favor, the motion passed.

## **5. RECOMMENDATION ON POTENTIAL REFINEMENTS TO REGIONAL TRANSPORTATION PLAN (RTP) FROM PUBLIC COMMENTS RECEIVED TO DATE**

John Mermin of Metro provided an overview of the public comments received through April 13<sup>th</sup> on the draft Regional Transportation Plan (RTP). A track-changes and a clean version of the draft RTP document as well as the project list has been available to review on Metro's website.

Approval of the RTP is required for Metro to conduct the air quality model in an effort to conform to the Federal Clean Air Act and hold a required 30-day comment period on the results. 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 took place. For regional committees' review, Metro shared the proposed edits to the RTP at the February TPAC, March MTAC and MPAC meetings. The majority of edits to the RTP document are technical in nature. The policy edits are located primarily in the Chapter 2 biking and walking sections. These edits strengthen existing polices and provide additional detail to reflect the Regional Active Transportation and Regional Safety Plans.

The public comments on the RTP include (a) specific changes to RTP projects or policy language, and (b) more general comments that do not request a specific amendment. Some of the comments received included: 7 regarding specific language change, 3 proposed consent items and 29 that were forwarded to local jurisdictions. A complete summary of the comments can be accessed in the memo as a part of the electronic record entitled [ATTACHMENT 1].

JPACT and Metro Council will receive a summary of all public comments by May 8<sup>th</sup> when they will be asked for tentative approval of the 2014 RTP, pending an air quality conformity determination (and a 30-day comment period on the determination.) From mid-June to mid-July each of the Regional Engagement Committees will be asked to take final action on the 2014 RTP ordinance.

Member Comments Included:

- Community Representative, Carol Gossett, mentioned reviewing the Draft RTP Project List with The Northeast Coalition of Neighborhoods and the importance of distributing this document to neighborhood associations across the Metropolitan Region for increased public engagement and outreach.

MOTION: Peter Hurley moved, Karen Buehrig seconded, to provide a recommendation to JPACT for tentative approval of the 2014 RTP.

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

## **6. METROPOLITAN PLANNING AREA BOUNDARY UPDATE**

Ted Leybold of Metro provided a summary of the Metropolitan Planning Area (MPA) Update. The MPA boundary is a federal requirement for the metropolitan planning process and is established by individual Metropolitan Planning Organizations (MPOs) according to federal metropolitan planning regulations. Metro is the MPO for the Portland, Oregon urbanized area and has the responsibility to direct and administer the continuing metropolitan planning process.

Each MPA boundary is required to include:

- At a minimum, an area encompassing the existing urbanized area (UZA) and the contiguous area expected to become urbanized within a 20-year forecast period;
- May further be expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget.

The Census Bureau designates a new list of UZAs every 10 years following the conclusion of each census. A UZA represents a densely developed area encompassing residential, commercial, and other non-residential urban land uses. The MPA boundaries are reviewed and updated as necessary after each Census by the MPO in cooperation with State and public transportation operators and submitted to the FWA and the FTA.

The 2010 Census issued the list of 2010 urban areas in a Federal Register Notice on March 27, 2012. Boundaries of current MPOs should be updated no later than the next scheduled Metropolitan Transportation Plan (MTP) update after October 1, 2012 or within four years of the designation of the 2010 UZA boundary.

To address this guidance on updating the Metro area MPA boundary, an MPA boundary is proposed to utilize existing planning boundaries and limited number of boundary extensions to include significant transportation facilities. The purpose is to include programs and facilities specific to the Portland metropolitan area to form a comprehensive area for administering the federal metropolitan planning process. The details of the proposal can be accessed as a part of the electronic meeting record in the [STAFF REPORT]. Boundary descriptions and maps are also included in the electronic record [ATTACHMENT 1-7].

Metro staff convened a work group of ODOT, TriMet and local agency staff to review the approach to updating the boundary area designation. Mr. Leybold highlighted the fact that representatives from Marion County staff participated in the work group. The work group met two times to provide input on the boundary designation and has recommended the approach outlined in resolution under review for TPAC's approval.

#### Member Comments Included:

- Members asked clarifying questions regarding the implications of Marion County's inclusion in the MPA Boundary. Mr. Leybold explained that Marion County Staff had representation on the work group; however they wanted very little participation given that the extent of the boundary area is census designated and very small. Metro has agreed to keep Marion County informed in terms of TPAC and JPACT Engagement Meeting materials and activities so that they could participate as they desired. However, Mr. Leybold confirmed that some Federal transportation functions would be required to perform.
- Members asked clarifying questions about whether the Sauvie Island Bridge is included in the MPA Boundary. Mr. Leybold confirmed that the Sauvie Island Bridge is included in the MPA Boundary.
- Members expressed interest in the possibility of revising the MPA Boundary extensions. Mr. Leybold suggested legislative action as a method to consider to propose changes in the process of developing the MPA Boundary. CJ Doxee of Metro explained that the designation of the UZA Boundary utilizes a public comment process as they develop the formula for developing the boundary and it is an opportunity for agencies to include input.
- Members expressed some challenges and concerns with understanding the rural areas included within the UZA boundary that are depicted as urban areas. Mr. Leybold explained that based on state development objectives and language it is not in Metro's intent to urbanize rural areas within the Federal portion of the MPA, but instead assign rural designations which is supported by the state and federal long range transportation plans.

MOTION: Karen Schilling moved, Lainie Smith seconded, to provide a recommendation to JPACT with the following language amendments to clause seven of Resolution 14-4502 for the purpose of updating the Metropolitan Transportation Planning Area Boundary to Reflect the Year 2010 U.S. Census Bureau Urbanized Area Designation to include:

"WHEREAS, [the redefined urbanized areas include transportation facilities in rural areas] where Metro and Clackamas, Multnomah, and Washington Counties jointly adopted urban and rural reserves that sets the framework for where the region will and will not urbanize for the next 40-50 years;"

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

#### **7. REGIONAL TRAVEL OPTIONS (RTO) PROGRAM EVALUATION**

Dan Kaempff of Metro introduced a preview of the regional travel options grant program. The purpose of the RTO Grant Program is to fund strategies that increase the use of travel options, improve air quality, mobility and address community health issues. Government agencies and non-profit organizations are eligible to apply. Projects must be carried out within the Metro boundary, which includes the urbanized portions of Clackamas, Multnomah and Washington counties.

The 2013-2015 Regional Travel Options Grant Program saw several significant changes which were aimed at improving regional equity, expanding the size and scope of grant projects, and increasing the total amount of available funding. Twenty-five applications were received, with requests totaling nearly 3.7 million. 2.1 million dollars was awarded to fund a total of 13 projects selected. The average grant award was 161,538 dollars. In response to the feedback gathered during and following the 2013-2015 Regional Travel Options grant making process, Metro staff is proposing a

number of changes to the grant program in preparation to solicit projects for the 2015-2017 grant cycle. The six proposed changes can be accessed as a part of the electronic record in the informational [MEMO] 2015-2017 Regional Travel Options Grant Program.

Member questions and comments included:

- Members commended Metro on the 2013-2015 Regional Travel Options grant-making process.

## **8. REGIONAL ACTIVE TRANSPORTATION PLAN DRAFT ADOPTION RESOLUTION AND PUBLIC COMMENTS RECEIVED**

Lake McTighe of Metro provided an overview of the draft language feedback for the resolution proposing anticipated adoption of the Regional Active Transportation Plan (“ATP”) in July, 2014. The ATP is a guidance plan that provides policy direction and recommendations for the region to help implement the RTP. She also explained the comments received to date through the March 21-May 5 public comment period. A detailed report of the public comments can be accessed as a part of the electronic record [TPAC Memo: ATP Draft Adoption Resolution and public comments Received to Date].

A draft ATP was released for public review and comment on March 21, 2014. The draft plan reflects input from a variety of stakeholders including a Stakeholder Advisory Committee, a regional work group with over forty participants, the Metro Council and Metro’s advisory committees. Track-changes and clean copy versions of the draft ATP are accessible to review on Metro’s website: [www.oregonmetro.gov/activetransportationplan](http://www.oregonmetro.gov/activetransportationplan).

Metro has proposed that the ATP be adopted by Resolution because the plan consists of recommendations that do not impose binding obligations on local governments. However, key elements of the ATP that will create legal obligation on local jurisdictions are being incorporated into the 2014 RTP amendments. Adopting stand alone modal plans, such as the ATP, by Resolution is consistent with the purpose of the plans and how they will be implemented over time. Metro will recommend adopting future new and updated modal plans by Resolution, with key elements being incorporated into future RTP amendments through Ordinance. Regional pedestrian and bicycle elements of the RTP that are required by the Transportation Planning Rule are being updated with the new ATP provisions.

The draft ATP is anticipated to be finalized with Metro staff responses to public comments from May 5 through June 5. Preliminary approval will be solicited by the Metro Council June 24, 2014. The dates for seeking preliminary approval from MPAC and JPACT are anticipated for June and the Metro Council will seek adoption based on engagement committee recommendation July 17, 2014.

Member comments included:

- Members asked clarifying questions about the language in the Resolution in regards to the [Be it Resolved, Number 1 and 2].

## **9. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT DISCUSS SHAPING THE PREFERRED APPROACH**

Tom Kloster of Metro provided a summary of recently completed engagement activities for consideration in shaping the draft preferred approach. The Climate Smart Communities Scenarios Project was initiated in response to a mandate from the 2009 Oregon Legislature to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. The goal of the project is to engage community, business, public health and elected leaders in a discussion to shape a preferred approach that accommodates expected growth, meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas.

The project is in its third and final phase. In February, MPAC and JPACT approved moving forward with the eight-step process to shape and adopt a preferred approach in 2014. From January to April 2014, Metro facilitated a Community Choices discussion to explore policy choices and trade-offs. The engagement activities built upon earlier public engagement to solicit feedback from public officials, business and community leaders, interested members of the public and other identified audiences. Metro staff conducted three community forums and provided an online comment opportunity in coordination with the integrated comment periods being held for the 2014 Regional Transportation Plan update and the Metropolitan Transportation Improvement Plan for 2014-2018. Summary reports documenting each public engagement activity as well as findings and emerging themes are accessible as a part of the attachments to the electronic record.

From June to August 2014, Metro staff plans to evaluate the draft preferred approach and develop implementation recommendations with input from TPAC and MTAC. In September results will be reported and the 45-day public comment period is scheduled to begin. From September to December a public review and final adoption of the preferred approach will be conducted.

Member questions and comments included:

- Members commended Metro Staff on the work and efforts put towards the April 11<sup>th</sup> Joint JPACT/MPAC meeting.
- Members asked clarifying questions about locating funding sources to implement the preferred approach. Mr. Kloster stated that based on the straw poll results from the April 11<sup>th</sup> Joint JPACT/MPAC meeting the responses favored adopted plans, which would not require additional funding sources. He explained that the work developed for the Climate Smart Communities Scenarios Project can be utilized at the State Legislature to solicit funding for transportation infrastructure. A funding context will be provided at the Joint meeting, however the Federal mandate does not require funding to meet the target.
- Eric Hesse of TriMet highlighted the need for elected officials to understand the combination of large capital and operational projects within each scenario so that they are better able to make an informed vote moving forward in shaping the draft approach.
- Members expressed an interest in the straw poll and delineating geographic information based on what local jurisdictions preference.
- Members expressed the importance of developing targeted questions for elected officials to answer at the May 30, 2014 Joint JPACT/MPAC meeting. Mr. Kloster explained that the goal is for elected to develop a deeper understanding and speak with other jurisdictions throughout the Metropolitan region to develop policy framework for the preferred approach.

- Members expressed interest in communities identifying investments and actions for their respective local areas to further inform their decisions in shaping the policy for the preferred approach.

## **10. ENVIRONMENTAL JUSTICE AND TITLE VI ASSESSMENT FOR 2014 RTP AND 2015-2018 MTIP**

Mr. Ted Leybold of Metro provided an overview of the quantitative analysis method and draft data for the 2014 Regional Transportation Plan and 2015-2018 MTIP Environmental Justice and Title VI Assessment.

As the Metropolitan Planning Organization (MPO) for the Portland region, Metro is obligated to meet the requirements set forth by Executive Order 12898 on Environmental Justice and Title VI of the 1964 Civil Rights Act. As part of the requirements, Metro must conduct analytical assessments of the agency's transportation planning and programming activities. Therefore, a component of the RTP update and the 2015-2018 MTIP, includes an investment analysis which assesses where short-term and the long term transportation investments are being made relative to concentrations of five identified environmental justice communities (communities of color, limited English proficiency, low income, youth and older persons).

At the March 2014 TPAC meeting, Metro staff presented an overview of the scope of the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment and previewed the methodology for conducting the assessment. Since the March meeting feedback received from TPAC and through additional stakeholders was incorporated and refined the comparisons of the quantitative analysis methodology.

A preview of draft data for the 2014 RTP portion of the analysis is accessible as a part of the electronic record in [ATTACHMENT A]. The table reflects the total regional transportation investment (per person per acre) as compared to the five communities of concern. The analysis is taking into consideration only the financially constrained RTP projects.

The 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment will not make findings on disproportionate burden or disparate impact on communities of concern until the completion of the public comment period. The public comment period will allow stakeholders the opportunity to weigh in on whether there is a disproportionate burden on communities of concern in the region.

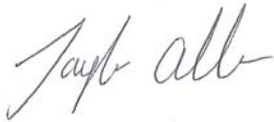
On May 16, 2014 the Draft 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment method is scheduled for release and public comment. A presentation of findings and recommendations from the assessment is scheduled for June 24, 2014. Metro Council adoption by Resolution is scheduled for July 17, 2104.

Member Comments:

- Members inquired about the “People of Color” demographic map distributed at the meeting. Mr. Ted Leybold explained that demographic maps highlighting concentrations of each of the five identified environmental justice communities will be developed.
- Members asked clarifying questions about whether the analysis was primarily spatial and if there were any additional ways to evaluate investments and their impact on different populations. Mr. Leybold confirmed that the analysis is just spatial relative to the demographics and future projects. A methodology to normalize population density and the square footage of area is being developed because the units of census blocks and tracks vary.

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

Respectfully Submitted,



Taylor Allen  
Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
2	Handout	04/25/14	Oregon State Rail Plan SRP Ready for Review	042514-01
4	Handout	04/25/14	32814 Draft Minutes	042514-02
6	PPT	04/25/14	Metropolitan Planning Area Boundary Update	042514-03
7	PPT	04/25/14	2015-2017 Regional Travel Options Grants Presentation to TPAC	042514-04
9	Discussion Guide	04/14	Climate Smart Communities Shaping the Preferred Approach: A Discussion Guide for Policymakers	042514-05
10	PPT	04/25/14	Communities of concern and the 2014 RTP and 2015 MTIP	042514-06
10	Memo	04/23/14	TIP Adjustments for January- March 2014	042514-07