



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
May 23, 2014
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Karen Buehrig
Chris Deffebach
Adrian Esteban
Lynda David
Elissa Gertler, Chair
Carol Gossett
Eric Hesse
Katherine Kelly
Susie Lahsene
Dave Nordberg
Cora Potter
Karen Schilling

AFFILIATION

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

MEMBERS EXCUSED

Mike Clark
Courtney Duke
Judith Gray
Nancy Kraushaar
Heather McCarey
Satvinder Sandhu
Rian Windsheimer
Steve White

AFFILIATION

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

ALTERNATES PRESENT

Ken Burgstahler
Don Odermott
Art Pearce
Lainie Smith

AFFILIATION

Washington State Department of Transportation
City of Hillsboro, representing Cities of Washington County
City of Portland
Oregon Department of Transportation

STAFF: Taylor Allen, Matt Bihn, Kim Ellis, Ted Leybold and Troy Rayburn.

1. CALL TO ORDER, DECLARATION OF A QUORUM

Chair Elissa Gertler declared quorum and called the meeting to order at 9:36 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE

Chair Gertler updated TPAC members on the following:

- The Final version of the Unified Planning Work Program (UPWP) is now accessible online.
- The 2014 Regional Transportation Plan (RTP) and 2015-18 Metropolitan Transportation Improvement Program (MTIP) Joint Air Quality Conformity Determination are in compliance with Federal Clean Air regulations.

3. CITIZEN COMMUNICATION:

There were none.

4. CONSIDERATION OF THE TPAC MINUTES FOR APR. 25, 2014

MOTION: Adrian Esteban moved, Katherine Kelly seconded, to adopt the TPAC Minutes from April 25, 2014 with the following amendments:

- Rian Windsheimer represents the Oregon Department of Transportation.

ACTION: With all in favor, the motion passed.

5. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT DRAFT PREFERRED APPROACH TO TEST

Kim Ellis of Metro provided an overview of the most recent recommendations to the Climate Smart Communities Scenarios Draft approach to test. 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.

From January to April 2014, Metro facilitated a Community Choices discussion to explore policy choices and trade-offs. The 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. The results of the engagement activities were presented at a joint meeting of MPAC and JPACT on April 11. More detailed information about the policy options were provided, including estimated implementation costs and a comparison of the relative climate benefits and cost of policy areas.

After receiving additional information about the policy options and previous engagement activities, the committees engaged in a discussion of the six policy areas (Transit, Technology, Travel Information Programs, Planned Active Transportation Network, Planned Street and Highway Network and Parking Management) contained within the Scenarios A, B and C, defined by higher levels of investment. The meeting concluded with a straw poll conducted of members to identify desired levels of investment to assume in the region's draft approach.

On May 30, MPACT and JPACT are scheduled to consider the April 11 MPAC/JPACT straw poll results; new information; feedback from community leaders, the public, county-level coordinating committees and other elected officials briefings; and recommendations from MTAC and TPAC as

part of making a recommendation to the Metro Council on the draft approach to be tested. In June, the Metro Council will consider the joint JPACT/MPAC recommendation.

Member Comments Included:

- Members expressed interest in splitting the recommendation based on capital investments and service. Ms. Ellis explained that the recommendation is split to reflect the MPAC/JPACT discussion and straw poll results from the April 11, 2014 Joint Meeting. Splitting the recommendation allows for a different level of investment in each policy area.
- Eric Hesse of TriMet highlighted the annualized per capita costs which further contextualize the cumulative costs over twenty five years across the Metropolitan region.
- Mr. Hesse also expressed interest in the concept of the clean air fuels sun setting and the implications in terms of advocacy and implementation of the Climate Smart Communities preferred approach. Dave Nordberg of the Oregon Department of Environmental Quality (DEQ) confirmed that clean fuels will sunset in 2015 and the Governor has approved the stimulus plan that has committed to the state achieving standard reduction of 20 percent through 2035.
- Members asked about how to communicate the differentiation between HCT components versus the functional uses in terms of transit capital.
- Members expressed interest in the exploring the financing options/funding costs, investments and transit service levels enhancements relative to the payroll tax.
- Members asked clarifying questions about the ways in which the preferred approach can translate into action for local agencies and jurisdictions. Ms. Ellis explained that the scenario planning provides a menu of approaches that will be unique for each community.
- Members encouraged a review of the financial revenue assumptions so that elected officials across the Metropolitan develop a better understanding.
- Members asked clarifying questions regarding the cost of the household savings resulting from air quality benefits.
- Members encouraged Metro staff to share the information in the policy proposal with more clarity in regards to the new cost assumptions from the RTP and relate them to Scenario B. Additionally staff should provide estimates of transit service financial assumptions in Scenario C.

MOTION: Eric Hesse moved, Lainie Smith seconded, to provide a recommendation to JPACT on draft preferred approach next steps.

ACTION: With all in favor, the motion passed.

6. SOUTHWEST CORRIDOR STEERING COMMITTEE

Matt Bihn of Metro provided an update on the Southwest Corridor Plan Steering Committee's draft High Capacity Transit (HCT) design options, complementary multimodal projects and potential station areas for further DEIS study.

The Southwest Corridor Plan is an effort intended to support community-based development and place making that targets, coordinates and leverages public investments to make efficient use of public and private resources.

During the past year, project partner staff developed: 1) potential transit alignment options consistent with the Steering Committee direction, 2) potential station areas along these options, and 3) complementary walking, biking and roadway improvement projects, also known as “multimodal projects,” related to the transit options and station areas.

Project partner staff, TriMet, consultant technical staff and members of the public defined close to 60 HCT alignment options that are consistent with the July 2013 recommendation. The refinement phase has been designed to identify the most promising options for further study in a DEIS to make the most efficient use of limited public funds. Staff from the cities of Portland, Tigard, Tualatin, Durham, Washington County, Metro and the Oregon Department of Transportation (ODOT) worked with the TriMet technical team to develop the HCT alignment options.

The Steering Committee recommendation will be forwarded to the Metro Council for consideration on June 26, 2014. Upon Metro Council action and the completion of intergovernmental agreements for the funding of the DEIS, the project partners will move forward with further study of these HCT alignment options by initiating a Scoping Phase under NEPA. The Steering Committee will be asked to finalize the HCT options that receive full environmental review at the close of project Scoping. Project partners anticipate a streamlined process that will result in consideration of a Locally Preferred Alternative in 2016.

Member Comments Included:

- Karen Buehrig expressed a lack of familiarity with the project and asked clarifying questions regarding the details of the recommendation and project timeline.
- Members asked about the shared investment strategy. Mr Bihn explained that the project considers the unique land use visions of each jurisdiction in respect to high capacity transit, roadway projects, parks projects and other infrastructure.
- Chair Gertler highlighted that the SW Corridor HCT Design Options is the least expensive DEIS for an HCT project contemplated by the Metropolitan Region—the amount of options does not proportionally increase the cost of the DEIS.

MOTION: Karen Buehrig moved, Art Pearce seconded, to provide a recommendation to JPACT to support the process of moving the HCT design options forward through the steering committee decision making process and to the Metro Council.

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

Chair Gertler adjourned the meeting at 12 p.m.

Respectfully Submitted,



Taylor Allen
Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
4	Handout	05/23/14	4/25/14 Minutes	052314-01
5	Memo	05/16/14	Climate Smart Communities Scenarios Project: Draft Approach to Test	052314-02
6	Resolution	05/23/14	Resolution 14-XXXX For the Purpose of Adopting the Southwest Corridor High Capacity Transit design options, complementary multimodal projects and potential station locations for further study	052314-03