

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE  
Aug. 29, 2014  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Karen Buehrig  
Lynda David  
Chris Deffebach  
Elissa Gertler  
Carol Gossett  
Judith Gray  
Eric Hesse  
Katherine Kelly  
Nancy Kraushaar  
Dave Nordberg  
Cora Potter  
Karen Schilling  
Steve White  
John Williams

MEMBERS EXCUSED

Mike Clark  
Courtney Duke  
Adrian Esteban  
Susie Lahsene  
Heather McCarey  
Satvinder Sandhu  
Mychal Tetteh  
Rian Windsheimer

ALTERNATES PRESENT

Ken Burgstahler  
Phil Healy  
Peter Hurley  
Lainie Smith

AFFILIATION

Clackamas County  
Southwest Washington Regional Transportation Council  
Washington County  
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.  
Oregon Department of Environmental Quality  
Community Representative  
Multnomah County  
Community Representative  
Metro

AFFILIATION

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

AFFILIATION

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

STAFF: Kim Ellis, Ted Leybold, John Mermin, and Jill Schmidt.

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

Ms. Elissa Gertler, Metro Director of Planning and Development, appointed Mr. John Williams, Deputy Director of Planning and Development, to Chair of the Transportation Policy Alternatives Committee (TPAC).

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

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

Chair Williams updated members on the following items:

- Chair Williams directed members to the memo provided in the packet regarding Transportation Improvement Program adjustments for April through June 2014.
- Metro will host a 2014 Regional Transportation Plan (RTP) Implementation Workshop Sept. 29 at 1 p.m.
- Chair Williams provided a brief update on the process for Metro's 2014 Urban Growth Report (UGR).

TPAC members shared the following updates:

- Mr. Eric Hesse provided updates on TriMet service spending. He stated that TriMet would return to the level of service provided prior to the recession by the end of the current fiscal year.
- Ms. Cora Potter shared that Ride Connection's office moved to 9955 NE Glisan St. in Portland.
- Mr. Steve White welcomed members to attend the Oregon Public Health Institute's fall speaker series.
- Ms. Nancy Kraushaar stated that Cities of Clackamas County would be appointing Ms. Amanda Owens of Lake Oswego as alternate to TPAC.
- Ms. Katherine Kelly opened a discussion on the Oregon Department of Transportation (ODOT) Region 1 Area Commission on Transportation (ACT) options. Members of TPAC and the ODOT Task Force provided context for the discussion and summarized the four options under consideration, including two options for creating one ACT and two options for creating two ACTs in ODOT Region 1. Members noted that Metro's Joint Policy Advisory Committee on Transportation (JPACT) is not an ACT. Mr. Ted Leybold of Metro clarified the significance of an ACT in the region's funding allocation process. He stated that the Task Force is anticipated to make a decision on the formation of an ACT by the end of 2014.

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

There were none.

## **4. CONSIDERATION OF THE TPAC MINUTES FOR JUN. 27, 2014**

MOTION: Ms. Nancy Kraushaar moved and Ms. Judith Gray seconded to adopt the TPAC minutes from June 27, 2014.

ACTION: With all in favor, the motion passed.

## **5. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT: DRAFT APPROACH EVALUATION RESULTS, ESTIMATED COSTS AND DRAFT IMPLEMENTATION RECOMMENDATIONS**

Ms. Kim Ellis provided an overview of the Climate Smart Communities draft approach evaluation and sought TPAC input on draft materials [Attachments 3 and 4] to be released for public review from Sept. 15 to Oct. 30.

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. In June, the Metro Council directed staff to test the draft approach as unanimously recommended on May 30 by the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT). Staff completed the evaluation in August and prepared materials that will be subject to a 45-day public comment period from September 15 to October 30, 2014.

Ms. Ellis stated that the project is in its third phase: working to adopt a preferred approach. The 10 land use and transportation policies included in the draft approach tested were shown to produce measurable emissions reductions. She discussed key elements of the draft approach, including growth and development, transportation, funding, and leadership.

Mr. John Williams summarized the results tested in the draft preferred approach recommended by MPAC and JPACT on May 30.

Ms. Ellis presented maps illustrating the draft approach, including: extent of transit, frequency of transit during rush hour, active transportation, streets and highways network, parking management, and transportation system management and operations.

Ms. Ellis discussed the funding element, which relies on regionally-agreed upon funding mechanisms adopted in the 2014 Regional Transportation Plan (RTP). She provided an overview of overall costs anticipated for the draft approach, which was largely built around the financially constrained RTP.

Ms. Ellis presented the toolbox for implementing the draft approach and an overview of the project's final steps in 2014.

Member comments included:

- Ms. Carol Gossett raised concerns about impacts on low income families if new infrastructure raises property values. Mr. Hesse acknowledged potential gentrification impacts from investments in transportation and stated that such possibilities should be minimized to ensure access to affordable housing and reduction of travel costs.
- Members and staff discussed the project's funding obstacles. Ms. Ellis stated that Metro staff did not have the information needed to produce a definitive gap analysis. Members suggested Metro request funding estimates from city and county staff. Members clarified the role that local, regional and state leaders would need to play in addressing funding issues identified by the project and the recently adopted 2014 Regional Transportation Plan. The committee recognized that funding transportation needs in the region has been a long-standing issue and more work is needed.
- Ms. Gossett discussed evolution of implementation plan and finance strategy.
- Mr. Phil Healy clarified that Port of Portland does not have an active transportation plan under development for all facilities, but only for the airport.

**6. OREGON'S ZERO EMISSION VEHICLE (SEV) RULES, TRANSITION TO CLEANER, LOW CARBON FUELS AND PARTICIPATION IN THE MULTI-STATE ZEV ACTION PLAN TO SUPPORT THE WIDESPREAD USE OF ZEVS**

Mr. Dave Nordberg of the Oregon Department of Environmental Quality (DEQ) provided background on Oregon's Low Emission Vehicle (LEV) program and Zero Emission Vehicle (ZEV) rules. Oregon is one of 10 states that have adopted ZEV rules. The ZEV rules require auto manufacturers to significantly increase the sale of plug-in electric vehicles in the period from 2018 to 2025. The Multi-State ZEV Action Plan sets goals for 25 percent of state fleet vehicle purchases to be zero emissions by 2025. He updated members on Oregon's transition to cleaner, low carbon fuels through technology. He stated that efforts would advance implementation of the Statewide Transportation Strategy (STS) and Climate Smart Communities draft approach for reducing greenhouse gas emissions. Mr. Nordberg discussed the Oregon Clean Fuels Program authorized in 2009 to reduce carbon intensity of transportation fuels lifetime by 10 percent over 10 years and explained the program will sunset in 2015 if it is not reauthorized.

Ms. Ashley Horvat, State of Oregon Chief Electric Vehicles (EV) Officer, discussed Oregon's EV initiatives. She explained the role of the market in availability of LEVs and ZEVs and stated there were currently 250,000 EVs in the country, including 5,000 in Oregon. Oregon has committed to obtain 130,000 EVs by 2025. Ms. Horvat provided an overview of the Multi-State ZEV Action Plan, a partnership among governors of California, Connecticut, Maryland, Massachusetts, New York, Oregon, Rhode Island, and Vermont committing to coordinated action to ensure the successful implementation of their state ZEV programs.

Ms. Horvat shared Oregon's EV roadmap. She identified key aspects for reaching Oregon's EV goal, including: visibility, policy, infrastructure, collaborations and industry development, and economic development and outreach. She explained a key action local governments could take is to require the provision of charging infrastructure in new development, particularly the providing conduit that would make it easier to add charging stations later.

## **7. STREETCAR PREDICTIVE DEVELOPMENT MODEL**

Ms. Elissa Gertler, Metro's Director of Planning and Development, and Mr. Eric Engstrom from City of Portland provided an overview of the streetcar predictive development model. The Streetcar Evaluations Methods project was funded by a grant to Metro from the Federal Transit Administration (FTA). The objective of the project was to develop a predictive computer-based model that projects the potential new economic development within a proposed streetcar transit corridor. Ms. Gertler described the process undertaken by Metro and partners to inform and build the Model. She provided an overview of the Model's methodology and discussed results of test runs of the Model on four corridor types. She stated that research on the cause and effect relationship between development and transit infrastructure is limited. Peer review feedback supported the direction of the model, but did not endorse it.

Ms. Gertler stated three key takeaways the model can share:

1. Magnitude of new development stimulated by public investment
2. How local regulations affect development feasibility
3. Estimated fiscal and economic benefits of development

She stated that the model can be applied through policy and transit projects, locally and nationally.

Mr. Eric Engstrom commented that the model can be translated to model development outcomes by any improvement in transit and movement. He stated that City of Portland is using the model to analyze several corridors identified as potential streetcar routes in the 2009 Streetcar System

Concept Plan. These results will feed into the project evaluation process underway as part of the Transportation System Plan update.

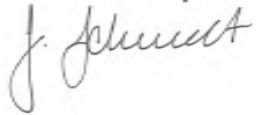
Member comments included:

- Mr. Hesse recognized FTA for providing investment in the model and funding an opportunity to do research on economic development around transit improvements.
- In response to member inquiry, Ms. Gertler and Mr. Engstrom noted that the model did not consider land ownership.

## **8. ADJOURN**

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

Respectfully Submitted,

A handwritten signature in cursive script, appearing to read "J. Schmidt".

Jill Schmidt, Council Policy Assistant

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF AUG. 29, 2014**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
<b>5.0</b>	Handout	8/25/14	Updated Attachment 1: Climate Smart Communities Scenarios Project 2014 Decision Milestones	82914t-01
<b>5.0</b>	Presentation	8/25/14	Draft Climate Smart Approach	82914t -02
<b>6.0</b>	Presentation	8/29/14	Low and Zero Emission Vehicles	82914t -03
<b>6.0</b>	Presentation	8/29/14	Oregon's Emission Vehicles Initiatives	82914t -04
<b>7.0</b>	Presentation	8/29/14	Streetcar Corridor Economic Impact Predictive Model	82914t -05