



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE (TPAC)

Meeting Minutes

Jan. 30, 2015

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Karen Buehrig
Chris Deffebach
Nick Forte
Carol Gossett
Eric Hesse
Katherine Kelly
Nancy Kraushaar
Karen Schilling
Ken Burgstahler
Judith Gray
Lynda David
Steve White

AFFILIATION

Clackamas County
Washington County
Federal Highway Administration
Community Representative
TriMet
City of Gresham, representing cities of Multnomah County
City of Wilsonville, representing cities of Clackamas County
Multnomah County
Washington State Department of Transportation
City of Portland
Southwest Washington Regional Transportation Council
Community Representative

MEMBERS EXCUSED

Heather McCarey
Cora Potter
Satvinder Sandhu
Mychal Tetteh
Adrian Esteban
Rain Windsheimer
Dave Nordberg
Kelly Brooks, Lainie Smith

AFFILIATION

Community Representative
Community Representative
Federal highway Administration
Community Representative
Community Representative
Oregon Department of Transportation
Oregon Department of Environmental Quality
Oregon Department of Transportation

ALTERNATES PRESENT

Phil Healy
Susie Lahsene
Don Odermott

AFFILIATION

Port of Portland
Port of Portland (arrived later)
City of Hillsboro, representing cities of Washington County

Metro Staff: Ted Leybold, Andy Cotugno Lisa Hunrichs

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Williams called the meeting to order and declared a quorum at 9:35 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair John Williams indicated that four new citizen TPAC members would be appointed by Metro Council in February 2015. Three 2-year appointments and one 1-year appointment will be confirmed.

Quarterly Report on MTIP

Mr. Ted Leybold briefed the committee on Metro's Transportation Alternatives Program and the Contingency Fund. He provided the committee a summary of TIP amendments, programming adjustments and financial plan adjustments for October through December 2014 (attached to the meeting record).

Transportation Alternatives Program (TAP) Contingency Fund Update

Mr. Leybold directed the committee's attention to a memo providing information on the transportation alternative funds allocation (attached to the meeting record).

In 2013 the Metro Council, through recommendation by TPAC and JPACT, adopted a TAP Project Delivery Contingency fund as a tool to support the implementation of eleven projects impacted by the transition from the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) to Moving Ahead Toward Progress in the 21st Century (MAP-21) federal transportation program. Since the inception of the fund, two requests for a combined total of \$60,684 have been made. Mr. Leybold noted that these funds were previously distributed exclusively by ODOT, however, now a large portion of the funds are distributed by large MPOs.

A transition period is currently underway, after which Metro will be administering the funds. The ODOT system allowed for additional allocation to projects experiencing financial challenges during development. In contrast, Metro's regional flexible funds are allocated on a one-time basis. Applicants must manage any cost overruns by submitting a new application for funding, or find local funding to complete projects. In fairness to those applicants who received funding under the ODOT process during 2014 and 2015, it has been decided that as a pilot project, Metro would honor ODOT decision process. The pilot project is limited to those applicants who received funds under the ODOT process in 2014 and 2015. To administer the pilot, Metro set aside a reserve account of \$110,000. Two requests were considered: City of Beaverton, and City of Forest Grove. Both were seeking additional funds which were granted. The City of Forest Grove was granted an additional \$35,000 to complete a sidewalk project on B Street and City of Beaverton received an additional \$25,684 to complete a project on Beechwood St. A summary of ongoing projects and allocations is provided in the packet.

Committee Member Comments

Ms. Judith Gray expressed disappointment that the December TPAC meeting was cancelled. She indicated that it would've been helpful to have information shared prior to her JPACT representative about the travel options plan support letter and the 2015 legislative transportation funding package position. Chair Williams thanked Ms. Gray for her feedback. He added that staff continuously work to find a balance between making best use of members' time and ensuring an appropriate agenda. He suggested that an earlier discussion regarding the possibility of canceling could alleviate future issues.

Members suggested that combining the November and December TPAC meetings and scheduling one meeting in early December might help solve the problem for December cancellations.

Mr. Steve White and Ms. Karen Schilling added that the most problematic issue raised by a cancelation is that staff is not equipped with appropriate information that they can share with the commission, or issues that need to be discussed prior to meetings of the Joint Policy Advisory Committee on Transportation (JPACT).. There was a suggestion that, rather than a cancelation, a shorter meeting might be a suitable option for some meetings. Mr. Eric Hesse agreed. Chair Williams said this was valuable input and the encouraged the committee members to suggest agenda items and to be forthcoming with issues that would be useful for committee discussion.

Mr. Hesse provided an update about the Secretary of State's audit recommendations to TriMet. TriMet recently reported to their board about the recommendations and actions taken. Documents are available on the TriMet website if committee members would like further follow up. He said that TriMet appreciated helpful outside suggestions and are working on transparency and accountability and as well as labor issues. Updated service guidelines, policies, and framework documents are available through TriMet's Transit Investment Priorities web page. Mr. Hesse stated that he could provide a more detailed briefing to the committee at a future meeting if requested.

Chair Williams stated that TPAC has upcoming opportunities to adjust the TPAC work program. He suggested that perhaps in February members could discuss the agenda and provide suggestions for future agenda items.

3. CITIZEN COMMUNICATIONS ON AGENDA ITEMS

There were none.

4. CONSIDERATION OF MINUTES OF NOVEMBER 21, 2014.

MOTION: With amendments noted below, Ms. Karen Schilling moved and Mr. Don Odermott seconded, to approve adoption of meeting minutes of November 21, 2014, with the following corrections:

- Change the affiliation listed for Mr. Peter Hurley from Port of Portland to City of Portland
- Change the affiliation listed for Ms. Judith Gray from City of Tigard, representing the Cities of Washington County, to City of Portland
- Change attendance for both Ms. Margie Bradway and Mr. Peter Hurley to PRESENT.
- Change attendance for Ms. Gray as EXCUSED
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ACTION: With all in favor, the motion passed.

5. COMMENTS ON LETTER REGARDING STATE TRANSPORTATION OPTIONS PLAN

Mr. Leybold provided background and requested comments or edits to the draft letter to the Oregon Transportation Commission Public Comment Draft of the state Travel Options Plan. At the January 8, 2015 JPACT meeting, members approved the draft comment letter, subject to review and comment by TPAC. The letter conveys the region's support for the state to adopt policies regarding its role and interest in travel options as an integral part of the state transportation system. He

added that he expects individual agencies and organizations within the Metro region to submit additional comments on the draft plan regarding issues of interest specific to each jurisdiction.

Ms. Gray expressed support for the letter, and noted that the City of Portland has written its own letter of support, some of which she suggested could be used for possible changes to the regional letter. She recommended more clearly articulated goals for benchmarks, that the chapter on equity be weaved throughout the plan, and that the plan could be strengthened with regard to smart driving.

Mr. Hesse said TriMet would support the letter, and would prefer that the letter highlighted the importance of performance measures.

Ms. Chris Deffebach provided several edits to the letter and clarified language regarding public outreach, additional engagement, vehicular capacity, and surrounding areas.

Mr. White expressed support for the letter and suggested using the language “managing demand” with regard to auto trips.

Ms. Karen Buehrig stated her support for the plan and how it compared resources in different regions. She noted that a Welches/Mt Hood area shuttle express has expanded from Welches to Timberline. With assistance from federal grants and matching grants from the ski resorts, the program has bought buses and bike racks. The effort was accomplished through the Mt. Hood multi-modal plan, a focused one-year effort.

Ms. Nancy Kraushaar commented on the fact that this is the first nationwide program that addresses rural areas. She requested more information on the plan and the performance measures.

Ms. Karen Schilling requested that the comments about equity in the region be emphasized.

Mr. Leybold indicated that the performance measures were more input-focused rather than outcome-based. Mr. Leybold thanked the committee for their feedback and agreed to incorporate the suggested changes to the letter..

Chair Williams indicated that the committee would have an opportunity to discuss the ODOT plan further at future meetings.

6. SEISMIC RETROFITTING TO IMPROVE RESILIENCE OF STATE HIGHWAYS

Mr. Bruce Johnson, ODOT State Bridge Engineer, provided a PowerPoint presentation entitled ODOT Seismic Risk and the Oregon Resilience Plan.

The Committee discussed the presentation and posed several questions to Mr. Johnson.

Ms. Kraushaar asked whether the newer bridges in the Metro region are retrofitted. Mr. Johnson said that bridges built after 1990 are in good condition, but that the vast majority of the bridges are vulnerable. He estimated that about 20 percent of bridges are in good condition state-wide and only 12 percent locally. This also applies to over- and under-crossings.

Phil Healy asked whether ODOT coordinated with the Port of Portland to compile the information presented. Mr. Johnson confirmed that ODOT did work extensively with Tom Peterson at that agency. He stated that the Port of Portland is ahead of other ports with regard to evaluation of risks, the largest of which is liquefaction.

Ms. Carol Gossett requested information about the Marquam Bridge. Mr. Johnson said that the state has added a particular type of bearings to the Marquam Bridge that has separated the superstructure from the piers for seismic isolation. This reduces the loads so that the main Marquam Bridge has a better chance of enduring a catastrophic earthquake event. The west approaches are vulnerable, however. Mr. Johnson said that on the east bank of the Willamette River, very little has been done to prepare bridges for possible scenarios. The freeways, including the I-5, the I 84 interchange, and all bridges on the east bank, are at very high risk for failure.

Ms. Deffebach indicated her understanding that the rescue efforts would come from California and other places. She asked about the cost effectiveness of developing waterways and the air options as fallbacks to providing services after a potential earthquake event.

Mr. Johnson indicated that there is a section in the plan about servicing areas from water and air. . The study says there should be an evaluation of the other modes. For example, some of the bridges will fail and the region may need to rely on ferries for recovery.

Mr. Odermott discussed tunnels for freight and commuters and light rail and asked for information about the resiliency of the tunnels. Mr. Johnson indicated that tunnels are like culverts and are less vulnerable unless they are located on a fault. Seismic activity in the West Hills Fault could cause adverse effects to tunnels in the region.

Mr. Johnson stated that there is a need for statewide resiliency so that businesses can recover quickly after a catastrophic event. Studies have shown that for the first two weeks after a catastrophic event, citizens work to recover personal and home assets. Once those issues are somewhat stable, they turn their attention to recover business and economic needs. If communication and transportation infrastructure is not in place fairly quickly after such an event, they relocate to other areas which creates additional economic impacts in the region.

Committee members said that the presentation was a reminder that agencies and citizens should be work towards preparedness, and that public agencies should be assessing the resiliency of the infrastructure in their jurisdictions and in the region.

7. ECONOMICS IMPACTS OF CONGESTION IN OREGON PRESENTATION

Ms. Susie Lahsene, Port of Portland and Ms. Marian Haynes, Portland Business Alliance, provided a presentation entitled "Economic Impacts of Congestion in Oregon."

Following the presentation, committee members commented on emerging issues and challenges.

Mr. Hesse emphasized the importance of making these investments and wanted to learn more about feedback at the state level.

Ms. Haynes said the study was unveiled at the Oregon Business Summit. The studies commissioned in 2005 and 2007 helped provide context and lay the foundation for future work. The report may be a tool to create some momentum. She indicated that Oregon lawmakers want to learn more about these issues so the report provides some context and emphasized the importance of passing a transportation package. Businesses have been very supportive of the study. There is general agreement this is a critical issue, but it's important to have jurisdictional support from coordinating committees. The legislature is going to be voting and will need public voices of support.

Ms. Deffebach requested clarification on the benefits to jobs and the changes in job levels.

Ms. Haynes responded that business competitiveness and productivity is related to the positive impact that could be felt with increased investment. Ms. Lahsene added that the RTP was a forecast and that this study was pointing out the difference between current level of funding versus an increased investment. For example, there are businesses that would like to expand in to the Portland region but cannot because of congestion. The model reflects both job market impacts and business/economy impacts. A resident will have greater job opportunities and businesses will have more growth and expansion opportunities if congestion is reduced.

8. FEDERAL TRANSPORTATION POLICY

Mr. Andy Cotugno, Metro, provided a draft policy document for the committee's review and comment. He stated that the information would be used to prepare the delegation traveling to Washington, DC in April to advocate for federal funding for the region. The intent of the document is to aid the delegation in communicating a consistent message about the region's needs and priorities. It will also be discussed at the February 2015 JPACT meeting. Mr. Cotugno will consult with business associations and committee members to refine the policy, which will be adopted in March.

Mr. Cotugno provided an overview of the document and the challenges to funding goals and asked for input from the committee.

Ms. Katherine Kelly suggested that the policy could be structured to tell a story that would assist jurisdictions with preparing a project to achieve "shovel-readiness" with additional discretionary dollars.

Mr. Odermott asked for clarity regarding renewal of the commuter parity act. Mr. Cotugno and Mr. Hesse clarified that this language addresses the transportation tax benefit and including it represents an effort to ensure citizens can deduct transit fares from their federal tax returns.

Ms. Schilling discussed the bridge funding language and also suggested that verbiage about emergency preparedness and seismic upgrades could be added.

Ms. Kraushaar supported the document and asked for clarification about new starts program. Mr. Cotugno clarified that new starts were originally intended to fund new legs of rail system or for adding links to a city that has no rail service. Traditional rail cities have not been able to benefit from new starts programs because they have existing rail systems that require upgrades or need to increase capacity. However, the federal program was recently expanded to include those types of upgrades so the message is that funding should be expanded to meet increased demand.

Ms. Gray requested clarification on the overarching urgency of the delegation's message. Mr. Cotugno clarified that sustainability is the most significant message as it relates to the national debate about global warming. He stated that the delegation will be discussing the recently-adopted Climate Smart Communities strategy and its importance in the funding picture.

Members suggested that the policy message might also include seismic resiliency concerns, infrastructure issues, and preparedness. The committee also discussed that the concept of protecting current investments could be included in the policy document. There was also a request to strengthen the document by grouping types of funding requests together to achieve more clarity.

Mr. Cotugno confirmed that he would incorporate the committee members' comments prior to presenting to JPACT at their next meeting on Feb. 12, 2015.

9. ADJOURN

Chair Williams adjourned the meeting at 11:55 a.m.

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JAN. 30, 2015

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	1/30/15	Meeting Agenda	013015T-01
2	Minutes	11/21/15	Meeting minutes from the 11/21/2014 TPAC meeting	013015T-02
3	Memo	1/22/15	To: JPACT and Interested Parties From: Ted Leybold and Dan Kaempff Re: State Transportation Options Plan	013015T-03
4	Memo	1/30/15	To: TPAC From: Grace Cho Re: Transportation Alternatives Program (TAP) Project Delivery Contingency Fund Progress Report	013015T-04
5	Informational	1/22/15	2015 TPAC Work Program	013015T-05
6	Memo	1/23/15	To: TPAC and Interested Parties From: Ted Leybold and Pamela Blackhorse Re: TIP adjustments for October – December 2014	013015T-06
7	Informational	1/15/15	DRAFT Portland Region Position on Federal Transportation Policy and Funding	013015T-07
8	Brochure	2014	2014 Economic Impacts of Congestion on the Portland-Metro and Oregon Economy	013015T-08