



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
September 25, 2015
Metro Regional Center, Council Chamber

MEMBERS PRESENT

John Williams
Chris Deffebach
Judith Gray
Nancy Kraushaar
Katherine Kelly
Eric Hesse
Kelly Brooks
Cora Potter
Jared Franz
Steve White
Nick Fortey
Todd Juhazs
Karen Buehrig
Dave Nordberg

AFFILIATION

Metro
Washington County
City of Portland
City of Wilsonville, representing Cities of Clackamas County
City of Gresham
TriMet
Oregon Department of Transportation
Community Representative
Community Representative
Community Representative
Federal Highway Administration
City of Beaverton, representing Cities of Washington County
Clackamas County
Oregon Department of Environmental Quality

MEMBERS EXCUSED

Michael Williams
Susie Lahsene
Lanny Gower
Adrian Esteban
Joanna Valencia
Carol Gossett
Lynda David
Don Odermott

AFFILIATION

Washington State Department of Transportation
Port of Portland
Community Representative
Community Representative
Multnomah County
Community Representative
Southwest Washington Regional Transportation Council
City of Hillsboro, representing Cities of Washington Co.

ALTERNATES PRESENT

Phil Healy
Ken Burgstahler

AFFILIATION

Port of Portland
Washington State Department of Transportation

STAFF: Ted Leybold, Lake McTighe, Chris Myers, Caleb Winter, Kim Ellis, Grace Cho, Jamie Snook, Ken Lobeck, Chris Ford, Lisa Hunrichs

1. CALL TO ORDER AND DECLARATION OF A QUORUM

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

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Mr. Eric Hesse noted that the new Orange Line opened on September 12 and that the TriMet board took action to raise the payroll tax increment over a 10 year period. This will allow the agency to ramp up service enhancement plans and other initiatives.

3. CITIZEN COMMUNICATIONS ON AGENDA ITEMS.

There were no citizen communications.

4. CONSIDERATION OF THE TPAC MINUTES FOR AUGUST 28, 2015

MOTION: Mr. Eric Hesse moved and Ms. Cora Potter seconded the motion to adopt the TPAC minutes from August 28, 2015.

ACTION: With all in favor, the motion passed.

5. 2018 REGIONAL TRANSPORTATION PLAN UPDATE

Ms. Kim Ellis provided an overview on the Regional Transportation Plan (RTP) and the Public Engagement Plan for the 2018 RTP update. As it is one of the main policy documents that implements the 2040 vision, the RTP is a key tool for shaping growth in the region and connecting the people who live and work in the region to jobs, families, school and other important destinations. The presentation included discussion of the timeline, proposed approach, and progress since TPAC discussion in May 2015. She discussed the engagement strategy, and the identification of central themes, issues, and policy priorities, and requested that members consider which work groups might be of interest to them, as their participation will help inform staff recommendations to policymakers.

Committee comments and discussion included:

- The importance of setting clear priorities with regard to investments, given limited resources and funding opportunities.
- Appreciation for the alignment of working groups and engaging policy groups early in the process, as well as the addition of the speaker series to enrich the conversations.
- Support for the public engagement plan that thoughtfully addresses challenges and opportunities, and encouragement to find opportunities to build capacity for public engagement. Ms. Ellis noted that Metro is working agency-wide to ensure equity and build capacity for engagement.
- Support for finding ways to engage TPAC as the work groups move forward to ensure that TPAC members' contributions are substantive and timely.
- Clarification on the freight working group which will be lead by Tim Collins (Metro). The work group will reviewing recommendations of the previous task force and review the status of current recommendations and identify refinements.
- Clarification on how performance measurements and asset management will be handled. Metro will rely on ODOT data, not just MPOs and performance targets, but also DOTs. John Mermin (Metro) will lead that work group and will convene the initial workshop to discuss how jurisdictions are addressing data issues and performance measures, and identify data gaps and tools.

- Support for TPAC members to assist in framing up the key issues for policy makers so that they can understand issues and make recommendations accordingly.
- Clarification that the initiation of each work group's timeline will be staggered and process will be as transparent as possible. Leaders of each group are working to map out plans and goals for each group. Work group meeting information will be posted on the metro website.

Ms. Ellis will return to TPAC on October 30 to request an endorsement of the plan and TPAC's recommendation to JPACT.

6. DESIGNING LIVABLE STREETS

Ms. McTighe provided an overview of the Designing Livable Streets project, a component of the 2018 RTP. She discussed the project elements, objectives, and schedule for the project. Recommendations will be incorporated into the RTP. Committee members were asked to for feedback regarding participation, engagement, and schedule.

Highlights of committee comments and discussion included:

- Request that design guidelines provide a series of questions that can be used to lead the design process and help navigate tradeoffs in the design process
- Request that the design guidelines provide guidance on transitioning from different designs and environments as projects are implemented incrementally
- Request for before and after case studies that demonstrate improving safety and maintaining mobility
- Request that the guidelines highlight the value of context, especially for arterial roadways, providing information on such things as access techniques and examples of how to address improvements on arterials in different contexts
- Support for consideration of parallel routes to provide mobility and access for all modes
- Support for thinking about roadway design in the context of the overall network; when one roadway cannot accommodate all modes at the desired spacing, provide guidance on using parallel streets and the network to provide access and mobility for all modes
- Request that the guidelines provide framing to guide decision making, including how individual roadways tie into the overall network
- Provide guidance on performance based design standards, including mobility, safety, congestion, livability, and use that as the framing mechanism early on in the process
- Clarification that these would be considered guidelines rather than requirements. The Regional Transportation Functional Plan requires that jurisdictions allow use of the design guidelines. Additionally, use of the design guidelines are a criteria when projects are funded with regional flexible funds
- Request that the design guidelines acknowledge how adjacent and surrounding land use affects how the roadway is used, regardless of the roadway functional classifications, and affects types of users (e.g. an arterial in a downtown commercial district)
- Request that the design guidelines not be too prescriptive allowing for flexibility to respond to different contexts and the reality of limited right-of-way.

7. MTIP AMENDMENTS - RECOMMENDATION TO JPACT

Mr. Ted Leybold introduced Mr. Ken Lobeck who requested the committee's review and approval of three amendments to the 2015-18 MTIP. Mr. Lobeck provided an overview of each amendment as follows:

Amend the 2015-18 MTIP to add the ODOT I-84/I-5 Banfield Interchange and the I-405 Fremont Bridge State Bridge Program projects.

Amend the 2015-18 MTIP to move the city of Milwaukie's OR99E Bridge project STP funds and reprogram them to the 17th Ave Multi-use Trail project.

Amend the 2015-18 MTIP to add the ODOT Amtrak Cascades Services Project

Committee comments and discussion included:

- Clarification that these reallocations and amounts are not outside the normal range of expectations for resource reallocation.
- Clarification regarding the shifting the funds from the Kellogg Creek bridge project to the 17th Ave. multi-use trail. Allocation was made during the 2007 RFFA process to study the option of reengineering the bridge and removing the dam of Kellogg Creek in order to rehabilitate salmon habitat, restore the natural areas, and provide pedestrian access under Highway 99E (McLoughlin Boulevard). There are however, a multitude of engineering and environmental issues related to the bridge and the silt behind the dam. City leaders have not been able to reach a consensus on how to best move forward. Meanwhile, the 17th Ave. roadway is a high use facility for bikes and pedestrians, connecting the Trolley and Springwater trails. This reallocation would cover the shortfall in that project's budget and allow the funds to be put to good use on the multi-use trail while other issues are considered on the Kellogg Creek project.
- ODOT has a bridge program at the statewide level. The I-84/I-5 Banfield Interchange and the I-405 Fremont Bridge is an allocation of Regional Flexible Funds using the ODOT funds
- Clarification that a funding level is established for those projects that need to be reviewed and approved by JPACT and the Metro Council.
 - If projects are being created or eliminated, a TIP amendment is required.
 - When the MTIP document is being adopted, specific funding amounts are set for which types of changes will need to be re-approved. For project development or planning process changes, the funding threshold is \$200,000; for bridges projects the level is \$5M.
 - Other items that require approval include changes in scope, and addition or elimination of project elements. For scope changes, the threshold is 25 percent. If the project scope change is 25 percent greater than originally planned, then those changes require a formal amendment.
 - If projects are completed, the funds come back into the pool. However, if a jurisdiction has a shortfall on another project, they are allowed to request moving funds from one project to another.
- Support for providing more detail on the ODOT bridge budget and bridge program as well as providing information for how decision are made so that members can best advise their JPACT members and communities.
- Clarification that this is a federal process which is jointly authorized and managed. ODOT receives the funds and lays out the process for decision making. Through their internal process, ODOT prioritizes projects and administers the funds they manage. However, if the projects are within in a

metropolitan area, that spending has to be consistent with the area's long range plan. ODOT must seek approval to add those projects to the Metropolitan Transportation Improvement Program before funds can be spent. JPACT and the Metro Council's role is to ensure consistency with RTP and agree that these projects are priorities within the region. ODOT and OTC administer the allocation process.

- Support for clarifying and defining the role of TPAC members.
- Request for historical levels of cost savings, plans in the pipeline, and projected costs of all of the projects so that this information can be provided to community members.
- Ms. Brooks indicated that she could respond quickly and provide additional information regarding the funding allocation process and projects to members before JPACT.
- Mr. Leybold indicated that he would provide further detail regarding the time limits for RFFA spending.

MOTION: Mr. Steve White moved and Ms. Brooks seconded the motion to recommend approval to amend the MTIP by adding the ODOT I-84/I-5 Banfield Interchange and the I-405 Fremont Bridge State Bridge Program projects, and by adding the ODOT Amtrak Cascades Services Project.

ACTION: With all in favor and one abstention (Jared Franz), the motion passed.

MOTION: Ms. Kraushaar moved and Mr. Hesse seconded the motion to recommend approval to reallocate the city of Milwaukie's OR99E Bridge project STP funds and reprogram them to the 17th Ave. Multi-use Trail project.

ACTION: With all in favor, the motion passed.

RFFA PROCESS

Mr. Leybold provided a brief update regarding the RFFA process. Based on TPAC's feedback, a work group will convene to develop more detailed policy options, develop recommendations for review, and integrate those policy options for public comment. TPAC members and some community members will be invited to participate in work groups. The dates are October 2 and October 23 from 9:00 to 1:00 pm. TPAC members are encouraged to check in with JPACT members to ensure that work groups can address any issues or concerns.

8. ADJOURN Chair Williams noted that the next meeting be held on October 30, 2015. The meeting was adjourned at 11:59 a.m.

Respectfully submitted,



Lisa Hunrichs, Planning and Development

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF AUGUST 28, 2015

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	9/25/15	9/25/15 TPAC Agenda	092515T-01
2	Work Program	09/18/15	2015 TPAC Work Program	092515T-02
3	Meeting Summary	8/28/15	8/28/15 TPAC meeting summary	092515T-03
4	Memo	9/17/15	To: TPAC and Interested Parties From: Kim Ellis, Principal Transportation Planner Re: 2018 RTP Update - Draft Work Plan and Draft Public Engagement Plan	092515T-04
5	Attachment	9/8/15	RTP Schedule for 2015	092515T-05
6	Attachment	9/8/15	2018 RTP Update Policy Priorities	092515T-06
7	Attachment	9/8/15	2018 RTP Update Regional Leadership Forums	092515T-07
8	Attachment	9/8/15	2018 RTP Update Technical Work Groups	092515T-08
9	Attachment	9/8/15	2018 RTP Update Timeline	092515T-09
10	Attachment	9/8/15	Building the 2018 RTP through partnerships	092515T-10
11	Attachment	9/8/15	2018 RTP Update Draft Public Engagement Plan	092515T-11
12	Attachment	9/8/15	2018 RTP Update Draft Work Plan	092515T-12
13	Memo	9/17/15	To: TPAC and Interested Parties From: Lake McTighe, Transportation Planner Re: Designing Livable Streets project draft work plan	092515T-13
14	Attachment	Fall 2015	Getting there with design: Designing Livable Streets Flyer	092515T-14
15	Attachment	Fall 2015	2018 RTP Designing Livable Streets Work Plan Timeline	092515T-15
16	Attachment	9/8/15	Designing Livable Streets draft work plan	092515T-16

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1	Agenda	9/25/15	9/25/15 TPAC Agenda	092515T-01
17	Attachment	9/8/15	Designing Livable Streets draft work plan	092515T-17
18	Resolution No. 15-4642	7/24/15	Draft Resolution, Exhibit A, Staff Report, Attachment A	092515T-18
19	Resolution No. 15-4648	8/20/15	Draft Resolution, Exhibit A, Staff Report, Attachments A and B	092515T-19
20	Resolution No. 15-4642	9/15/15	Draft Resolution, Exhibit A, Staff Report	092515T-20