



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
September 30, 2016
Metro Regional Center, Council Chamber

MEMBERS PRESENT

John Williams, Chair
Karen Buehrig
Chris Deffebach
Don Odermott
Cora Potter
Charity Fain
Judith Gray
Joanna Valencia
Eric Hesse

AFFILIATION

Metro
Clackamas County
Washington County
Cities of Hillsboro and Washington County
Community Representative
Community Representative
City of Portland
Multnomah County
TriMet

MEMBERS EXCUSED

Dave Nordberg
Adrian Esteban
Lynda David
Patricia Kepler
Rachel Tupica
Jared Franz
Heidi Guenin

AFFILIATION

ODEQ
Community Representative
SW Washington Regional Transportation Council
Community Representative
Federal Highway Administration
Community Representative
Community Representative

ALTERNATES PRESENT

Jason Gibben
Phil Healy
Jon Makler
Chris Strong
Amanda Ownings

AFFILIATION

WSDOT
Port of Portland
ODOT
Cities of Gresham and Multnomah County
City of Wilsonville and Cities of Clackamas County

Guests Present:; Zoe Monahan, City of Tualatin, Lidwien Rahmen, Robin Marshburn, Dan Bower, Russ,

Metro Staff Present: Kim Ellis, Dan Kaempff, Tom Kloster, Ted Leybold, Lake McTighe

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Williams called the meeting to 9:40 a.m. and declared a quorum was present.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

- 2018 RTP: Performance Measures update – John Mermin referred to a memo he provided and gave a brief update on the progress for the performance measures component of the Regional Transportation Plan Update. The committee’s work is to inform local leadership, integrate input from partners and help raise issues for discussion at TPAC, JPACT, and Metro Council. Focus has been on system evaluation measures and potential refinements to

those to evaluate the RTP project list to see how the system performs under various scenarios. Further discussion on this topic will take place at TPAC on October 28

3. CITIZEN COMMUNICATIONS ON AGENDA ITEMS

There were no citizen communications.

4. CONSIDERATION OF THE TPAC MINUTES FOR AUGUST 26, 2016

Mr. John Makler noted one correction to a statement attributed to him and requested that it be stricken from the summary.

MOTION: Mr. Makler moved to approve the TPAC minutes as amended for August 26, 2016. Ms. Judith Gray seconded the motion.

ACTION: The motion passed unanimously.

5. 2018 RTP: REGION 1 HIGHWAY OVER-DIMENSIONAL PINCH-POINT STUDY INFORMATION/DISCUSSION

Mr. Robin Marshburn (ODOT) provided an update on the highlights, outcomes, and possible actions resulting from the Region 1 Highway Over-Dimensional (OD) Pinch-point Study. The study was developed to help implement strategies in the 2011 Oregon Freight Plan pertaining to the efficient movement of OD loads. It identifies and brings awareness to highway pinch points that restrict the movement of OD loads. Considerations included issues such as height, width, weight, length, short curves, weight restricted bridges, bridge signs, and other issues. He noted that in the Portland area there are 85 pinch points, of which 18 are high priority pinch points. Across the state there are 381 pinch points, of which 25 percent are in Portland. The information provided in the report can be used by planners and government agencies to consider freight issues in transportation planning processes.

Committee discussion included:

- Ms. Gray discussed her involvement with the rulemaking committee in the state legislature and noted that one of the positive outcomes of establishing that committee was identifying the differences between a standard freight route and an OD truck route. Another outcome was setting forth a clear process for inclusion of the local governments in the process, so that it was inclusive, transparent, and predictable for engaging stakeholders. Important to understand how agencies can work together to address issues of safety without further obstructing pinch points or creating additional issues of concern.
- Mr. Marshburn noted that the report identifies the issues, but that it is up to city and county agencies to use as needed.
- Ms. Karen Buehrig appreciated the comprehensive quality of the report and noted that one positive outcome would be more ability to share and collaborate on locally and regionally identified issues so that there might be more consistency in how areas are rated and prioritized.
- Don Odermott requested clarification on trip permits and special loads so that jurisdictions can be aware of certain types of freight movement and can be scheduled to move during off-hours.

6. 2018 RTP: REGIONAL FREIGHT NEEDS

Mr. Tim Collins provided an update on regional freight needs identified by the Regional Freight Work Group and a general strategy for addressing those needs. He asked committee members to note that the handout provided entitled: "2014 Financially Constrained (FC) RTP Freight, Throughways, and Roads and Bridges Projects on the Regional Freight Network should be considered as "DRAFT."

Mr. Collins called the committee's attention to the memo provide in the packet. He noted that the Regional Freight Work Group has reviewed and updated a regional list of priority freight needs and constraints by mode. The different freight modes include trucks, rail lines, air freight, energy pipelines, and marine/river modes. Discussions focus on the need for freight-oriented development and multi-modal access to these sites, with the goal of using the freight needs defined by mode to update the Regional Freight Plan, and to develop freight evaluation measures that can be used to help prioritize projects and solutions for addressing these needs and current constraints. He noted that the RTP policies include provisions to:

- Ensure a systems approach to planning
- Reduce delays
- Protect industrial lands , industry
- Look beyond roadway to rail and marine throughways
- Pursue clean, green and climate smart practices

Ms. Gray noted that perhaps not all are "needs" some could be considered "challenges" and requested clarification about how the process is being guided by strategy. For example, a mix of modes, combining fixes, seismic priority, freight consolidation, local approaches, other ways to strategize and consider. She asked for clarification about the differences between the work being done now and the previous freight plan.

Mr. Collins noted that some priorities have changed, for example the emphasis during the previous iteration was heavily invested in strategy around the Columbia River Crossing. However, the work group is operating with is more direction about regional priorities from the JPACT Finance Subcommittee with emphasis on completion of transit, active transportation, and larger highway projects, with a balance between modes. In addition, he noted that ODOT is completeing statewide and national bottleneck study that will provide important criteria for assessing priorities.

He also noted that a scope of work for a regional rail plan would be developed later that would provide additional perspective and balance.

Ms. Karen Buehrig requested clarification regarding whether any additional modeling had been done to help identify needs or challenges. She suggested that it would help to have identified needs compared to projects that already exist and asked if there might be a way to capture that information to prioritize in emerging industrial areas. Mr. Collins noted that those were some of the issues that were to be discussed during upcoming work group meetings.

Mr. Phil Healy provided additional perspective on modeling underway, including a truck model that is currently being improved by Metro. However, that model will not be completed in time to use for the current iteration of the RTP.

Other committee comments included suggestions to:

- Document and identify multi-mode with descriptions and commentary from industry professionals
- Find opportunities to for coordination between agencies.

- Continue work to find freight consolidation opportunities, investigating statewide initiatives to effectively plan and remove freight from the highways, and to investigate demand management for short trips on the highways to ensure highest and best use through a demand management model rather than working to expand highways.

7. 2018-2021 MTIP AIR QUALITY CONFORMITY DETERMINATION – ANALYSIS APPROACH

Ms. Grace Cho, Associate Transportation Planner, distributed a memo dated August 17, 2016. She noted that to comply with federal mandates, Metro is required to conduct an air quality assessment with each update of Metro’s Regional Transportation Plan (RTP) and development of a new Metropolitan Transportation Improvement Program (MTIP). As part of the conducting the analysis, Metro consults and solicits feedback from our local and regional partners about the approach and methodology for conducting the analysis. She provided an overview of the process and noted that two main items have to be demonstrably achieved to demonstrate air quality conformity:

1. Illustrate the projected emissions from transportation sources are equal to or less than the motor vehicle emissions budget(s) established for each analysis year
2. Illustrate the region is meeting performance standards for any adopted transportation control measures

The standard process will include the following required elements:

- Consultation
- Documentation, assessment, and formal determination
- Emissions demonstration and passing budget muster
- Transportation Control Measures (TCMs) progress
- Public comment
- Adoption process

Ms. Cho noted on minor adjustment to proposed approach. For the Regional Emissions Analysis –to use previous regional emissions analysis. This can be done since all of the following conditions have been met:

- No more than 4 years since previous analysis
- No new regionally significant projects added
- Projects have not significantly changed in scope

Federal mandates are expiring in 2017 October, so no changes to the demographic data are being proposed.

MOTION: Mr. Hesse moved to approve the MPO’s proposed approach to conducting the air quality conformity determination for the 2018-2021 MTIP. Ms. Cora Potter seconded the motion.

ACTION: The motion passed unanimously.

8. 2018 RTP: REGIONAL TRANSIT VISION & SERVICE ENHANCEMENT PLANS UPDATE

Ms. Jamie Snook (Metro), provide the committee with an introduction to the regional transit strategy (RTS) vision and system wide performance measures. The RTS will serve as the transit component of the 2018 Regional Transportation Plan (RTP) update and will provide a coordinated vision and strategy for transit in the Portland metropolitan area. The strategy is being developed from previous work that has been underway over the past 20 years. The RTS process is engaging community leaders and transit providers and other stakeholders to develop a shared vision and investment strategy with the mission to ensure that transit in our region is more frequent, convenient, accessible and affordable. I

The regional transit vision will be comprised of three components:

1. Transit service improvements: local and regional transit service improvements.
2. Capital investments: new enhanced transit strategies such as signal priority, queue jumps, or high capacity transit options such as bus rapid transit or light rail.
3. Transit supportive elements: such as sidewalks, crossings and complementary land uses.

Our region has limited transportation funding resources, but has simultaneously identified multiple transportation priorities. If not addressed, the challenges of growth will compromise our region's economic prosperity and quality of life. As part of the Regional Transportation Strategy process, we will update Metro's transit system expansion policy. Once adopted, the policy framework will provide guidance on how to prioritize and advance projects seeking regional support.

Transit related performance measures

In order to support and measure our progress in meeting the transit vision, the transit work group has been developing the following transit related performance measures to support the system evaluation for the 2018 RTP update:

Frequent

- Daily revenue transit service hours per mode
- Transit productivity (transit boarding riders per revenue hour)

Convenient

- Motor vehicle and transit travel time parity between key origin and destinations
- Non-drive alone mode share

Accessible

- Bike and pedestrian network completeness within ½ mile of transit stops and stations (this is a sub-set of the a regional bike and pedestrian network completeness and connectivity measure)
- Daily needs accessible within 30 minutes by public transportation for the region and historically under-represented communities
- Jobs, including low-wage and middle-wage jobs, accessible by 45 minutes by public transportation for the region and historically under-represented communities
- Proximity of households, low-income households and employment within ¼-mile of transit and frequent service transit

Affordable

- Housing + transportation costs relative to the cost burdened designation

Committee members discussed the following points :

- transit supportive elements such as park and rides and other and whether they would be included in the definition of access.
- accessibility and how it is defined
- growth areas that do not yet have transit yet
- system-wide performance measures, and transit-specific measures.
- which forecast data might be used during the process
- daily needs need to be processed formally to ensure inclusiveness
- existing and future conditions to be aligned with annual processes and longer term issues.
- long term planning and its inherent uncertainties with regard to community planning / building of centers as well as the mix of density in terms of land use
- importance of staying committed to the framework in light of limited resources.

Ms. Snook and Ms. Cho noted that some of the issues would be further clarified at the October TPAC meeting during the performance measures discussion.

9. 2019-21 REGIONAL FLEXIBLE FUNDS STEP 2 PROJECT TECHNICAL EVALUATION

Mr. Dan Kaempff, Principal Transportation Planner Brief TPAC on the outcomes of the RFFA Step 2 project technical evaluation process prior to commencement of the 30-day public comment period. He directed the committee's attention to the memo and its attachments provided in the packet, entitled "2019-21 Regional Flexible Funds Step 2 Project Technical Evaluation – INFORMATIONAL"

A total of 31 project applications were submitted to Metro to be considered for funding through the Step 2 category of the 2019-21 Regional Flexible Funds Allocation. Four projects were submitted in the Regional Freight Initiatives category, totaling \$8,454,173 in funding requests. \$7.34 million is available. 27 projects were submitted in the Active Transportation/Complete Streets category, totaling \$92,425,459 in funding requests. \$25.81 million is available.

A five-person technical evaluation work group, comprised of two TPAC Citizen Representatives, and staff from Metro, TriMet and ODOT, reviewed and scored the project proposals independently. The work group then met on September 13 to review and discuss the proposal scores. The discussion served to resolve any differences in how the work group members reviewed and interpreted the criteria and project descriptions, and to confirm a final list of project technical scores.

The technical scores are but one source of information that will be used by the region's decision-makers in the adoption of a final list of projects. Additional sources to inform the process include public comments on the project proposals, any indication of sub-regional priorities that the three county coordinating committees and City of Portland may choose to provide, a report on project readiness, and affirmation from JPACT that a draft list of projects to be funded adheres to RFFA policy direction.

Mr. Kaempff clarified questions from the committee about the following:

- Project readiness and the timelines – applicants are given an opportunity to respond and correct particular issues.

- Public comment or other response and how they affect the outcome. TPAC will develop a recommendation to JPACT after evaluating the technical scores, public input and project readiness.
- Timing of the public hearing. A full Metro Council meeting will be held on October 27 with JPACT members who wish to attend and listen. Policy guidance will be used to guide the decision making.
- Balancing projects to ensure they will be reasonably distributed throughout the region.

10. ADJOURN

Chair Williams said the next TPAC meeting would be held October 28, 2016. Due to the fullness of the agenda, TPAC members agreed to extend the length of the meeting, starting at 9:00 am to 12:00 pm. The meeting was adjourned at 11:50 a.m.

Respectfully submitted,



Lisa Hunrichs
Planning & Development

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF SEPTEMBER 30, 2016

ITEM	TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
1	Agenda	9/30/16	9/30/16 TPAC Agenda	093016T-01
2	Work Program	9/29/16	2016 TPAC Work Program	093016T-02
3	Work Program	09/23/16	2016 JPACT Work Program	093016T-03
4	Meeting Summary	08/26/16	8/26/16 TPAC meeting summary	093016T-04
5	Memo	8/23/16	To: TPAC and Interested parties From: John Mermin Re: Overview of 2018 RTP performance measures work group	093016T-05
6	Memo and attachments	10/16/15	To: ODOT Region Managers From: Erik Havig, Planning Section Manager Re: Highway Over-dimension Load Pinch Point (HOLPP) Reports	093016T-06
7	Memo	9/23/16	To: TPAC and Interested parties From: Grace Cho Re: Approach for Conducting the 2018-2021 MTIP Air Quality Conformity Determination	093016T-07
8	Report	5/6/16	2018-2021 Metropolitan Transportation Improvement Program Air Quality Conformity Plan	093016T-08
9	Memo	9/22/16	To: TPAC and Interested parties From: Jamie Snook Re: Regional Transit Vision and Strategy Development	093016T-09
10	Flyer	Fall 2016	2018 Regional Transit Strategy – Getting there by transit	093016T-10
11	Memo and attachments	8/27/16	To: TPAC and Interested parties From: Dan Kaempff Re: 2019-21 Regional Flexible Funds Step 2 Project Technical Evaluation - INFORMATIONAL	093016T-11
12	Map	2014	2014 Regional Transportation Plan Update – Regional Freight Network	093016T-12
13	Presentation	9/28/16	2018 – 20121 – MTIP Air Quality Conformity	093016T-13
14	Presentation	9/29/16	Regional Transit Strategy – a component of the 2018 RTP	093016T-14

ITEM	TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
15	Presentation	9/30/16	2019-21 RFFA Project Evaluation Technical Scoring	093016T-15