



Meeting minutes

Meeting: **Transportation Policy Alternatives Committee (TPAC)**

Date/time: Friday, October 27, 2017 | 9:30 a.m. to noon

Place: Metro Regional Center, Council chamber

Members Attending

Tom Kloster, Chair
Joanna Valencia
Chris Deffebach
Lynda David
Nancy Kraushaar
Eric Hesse
Michael Williams
Phil Healy
Tyler Bullen
Glenn Koehrsen
Alfred McQuarters

Affiliate

Metro
Multnomah County
Washington County
SW Washington Regional Transportation Council
City of Wilsonville and Cities of Clackamas County
TriMet
Washington State Department of Transportation
Port of Portland
Community Representative
Community Representative
Community Representative

Alternates Attending

Steve Williams
Mark Lear
Chris Strong
Todd Juhasz
Jon Makler
Cory- Ann Wind

Affiliate

Clackamas County
City of Portland
City of Gresham and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
Oregon Department of Transportation
Oregon Department of Environmental Quality

Members Excused

Karen Buehrig
Katherine Kelly
Don Odermott
Kelly Brooks
Rachael Tupica
Charity Fain
Heidi Guenin

Affiliate

Clackamas County
City of Gresham and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
Oregon Department of Transportation
Federal Highway Administration
Community Representative
Community Representative

Guests Attending

Stephanie Wright
Skip Garber
Megan Neill
Ian Cannon
Zoe Monahan
Bob Kellett
Talena Adams
April Bertelsen

Affiliate

Nelson Nygaard
Citizen
Multnomah County
Multnomah County
City of Tualatin
City of Portland, Bureau of Transportation
Oregon Department of Transportation
City of Portland, Bureau of Transportation

Metro Staff Attending

Ted Leybold, Resource Development Manager Kim Ellis, Principal Transportation Planner
Ken Lobeck, Funding Programs Lead Caleb Winter, Senior Transportation Planner

John Mermin, Senior Transportation Planner
Grace Cho, Associate Transportation Planner
Chris Johnson, Research Center Manager II
Marie Miller, TPAC Recorder

Lake McTighe, Senior Transportation Planner
Jamie Snook, Principal Transportation Planner
Kale Mattias, Assistant Transportation Planner

1. Call to Order, Declaration of a Quorum and Introductions

Chair Tom Kloster called the meeting to order at 9:30 a.m. and declared a quorum was present. Introductions were made by TPAC members, alternates, staff and guests attending the meeting.

2. Comments From the Chair and Committee Members

- ***Air Quality Report/ STIP Comment Letter Update (Grace Cho)*** Grace Cho reported on the recent Region 1 achievement for passing 20-year air quality maintenance within the state standards of carbon emissions, meeting full containment. While the region will continue to monitor increasing vehicle travel mileage and other major air pollutants in coming years, these challenges present opportunities for transportation planning and improvements in our planning system.

The State Transportation Improvement Program (STIP) comment letter on what ODOT 2021-24 funding programs be invested in the Portland Metro region, provided and approved by TPAC and JPACT, was submitted to OTC in October. The direction of the ODOT staff recommendations to date has not yet addressed several of the comments we provided. We will be organizing a meeting in early November to craft another comment letter for JPACT and Metro Council consideration for the Nov. OTC meeting. The meeting notice will be sent out shortly asking for your participation and call to action strategy.

- ***Administrative Amendment to 2017-18 Unified Planning Work Program (UPWP) (John Mermin)***
John Mermin referred to the memo in the packet that provided background on UPWP and this administrative amendment process. Staff recently discovered 10 planning projects that were omitted from the current UPWP (July 2017-June 2018). The memo outlines the named projects, with this notice to TPAC the first step in the administrative amendment process. The next steps will be notifying TriMet, Metro, and forwarding the notice to USDOT staff for approval.
- ***MTIP Quarterly Amendment Report and UPWP Regionally Significant Projects Summary Report (Ken Lobeck)*** Ken Lobeck reported on the 52 total MTIP project amendments approved in the 4th Quarter FFY 2017. The memo in the packet provides purpose of each project and agency composition across the region. The memo also includes a summary of the regionally significant UPWP projects with status updates and known expenditure information.

Comments from the committee:

-Jon Makler announced that ODOT is working with the City of Wilsonville on a facility plan pertaining to I-5 auxiliary lane design between exits 282-283 in the Boones Bridge area. These efforts will comply with RTP requirements and public comment required administrative amendment process. The facility plan will be adopted as an amendment to the Oregon Highway Plan within the MPO boundary. As this project will be included in the 2017-18 UPWP, it will be presented as another administrative amendment. Makler was asked to provide further information on the project at a future scheduled TPAC meeting, and agreed to do so.

-Eric Hess announced that TriMet General Manager, Neil McFarland was retiring after 27 years of service with the agency. TriMet is currently recruiting for his replacement.

-Michael Williams commented on the planned strategy for next summer and years to come with people utilizing recreational areas and trails in Washington. Challenges exist with increased traffic and lack of

parking spaces. There is likely to be an increase emphasis on local trail usage, with other trails in the area experiencing closures for certain times.

- 3. Citizen Communications on Agenda Items** Skip Garber spoke on the congestion pricing issue, after returning to the Portland region and reviewing studies from different areas of the county and internationally. Garber warned of current public support providing a lack of consensus for officials to action, but needing grassroots involvement for public engagement and support. When asked on what studies provided, Garber reported on equity factor consideration, differences in approaches to add capacity and with willingness to pay for programs, and gaining answers to options provided by the public.

- 4. Consideration of TPAC Minutes for September 29, 2017**

MOTION: To approve the minutes of September 29, 2017 as presented.

Moved: Mark Lear Seconded: Glenn Koehrsen

ACTION: Motion passed unanimously, with no abstentions.

- 5. MTIP Formal Amendment 17-4853**

Ken Lobeck provided an overview on Resolution 17-4853 to authorize a formal amendment to the 2018 MTIP, consisting of 26 total projects; 6 remaining HB2017 awarded, 8 Transit Oriented Development (TOD), 9 High Capacity Transit (HCT), 2 clean-up/correction, and 1 new discretionary grant award. A motion for approval would be sent as recommendation to JPACT.

Lobeck briefly described the different projects by category. It was noted that this was a bundled mix of projects. Part of this amendment includes needed corrections or updates to projects supporting the 2019-2021 Metro-TriMet TOD fund exchange and the High Capacity Transit Bond Payment projects. Upon review of the HCT Bond Payment projects, the projects are combined and being combined together based on their total annual payment amount rather than being programmed against their specific resolution amount. This will eliminate having multiple HCT bond payment projects programmed each year.

MOTION: To approve recommendation of Resolution 17-4853 to JPACT enabling the new HB2017, TOD fund exchange projects, HCT bond payment projects and needed corrections 2018 MTIP projects to occur allowing final approval to then occur from USDOT, as presented:

Moved: Mark Lear Seconded: Glenn Koehrsen

ACTION: Motion passed unanimously, with no abstentions.

- 6. Regional Travel Options (RTO) 2013-2016 Program Evaluation**

Caleb Winter introduced Stephanie Wright, Project Manager with Nelson Nygaard, and Kale Mattias with Metro. Noting this was the 11th evaluation report since 1999, Winter provided an overview of the evaluation that started with a survey of RTO-funded partners to gather input on the evaluation process. This input asked that we have a balanced quantitative and qualitative analysis, share urban and suburban results in geographic context, and be creative in reporting results.

Stephanie Wright provided information on the program evaluation results, the four brochures in the committee packet; Traveler Information and Travel Option Services, Commute Options, Activity and Healthy Travel Options, Neighborhood and Community Travel Options. The RTO programs evaluated covered region-wide area. Commute trends from the evaluation shows unemployment is low but housing costs are high and commutes are getting longer. Employers are becoming more involved in how their employees get to work, and regional employment growth is among the fastest in the country.

From the evaluation, program recommendations were provided:

- Incorporate new criteria when awarding grants
 - Drive alone rate
 - Context score (availability of travel options)
 - Equity
- Simplify the MAE (Multiple Account Evaluation) and distinguish between raw data that partners will collect and metrics that are calculated from that data
- Provide standardized reporting tools and best practices examples to partners
- Work with grantees at the outset to identify which performance metrics to collect and how
- Provide tools to partners for conducting participant surveys

Comments from the committee:

-Phil Healy asked what the impact on transportation companies was and if they were expected to make a significant travel change for employers. Winter responded that companies such as Uber and Lyft provide different travel options besides work commutes and would report more on this with further research results. Kale Mattias added that studies concluded more recreation travel and emergency situations for transportation were reported, but drive alone changes have been very small.

-Glenn Koehrsen asked where the 1st mile, last mile growth length element was included in the study. Currently, we don't have statistics that show this precisely, which is not RTO funded specifically. TriMet studies could help provide this data.

-Eric Hesse commented on the excellent data with both favorable and less-favorable outcomes we can learn from. The affordability issues of the region were an important factor which TriMet is also concerned about regarding transportation.

-Chris Deffebach commented on the RTO programs vs. underlying other factors with transportation and having this as a good approach. It was questioned who does the ECO employer surveys and are they geographically relevant, comparable with other agencies surveys. Winter confirmed that the surveys stress supporting overlapping data with other partners and collaboration.

7. Transportation System Management and Operations (TSMO) Strategy Update Scoping

Caleb Winter presented information on planned strategy with the Transportation System Management and Operations program, incorporating innovative technology advancements for future transportation planning. TSMO functional areas cover multimodal traffic management, traffic incident management, traveler information and transportation demand management.

TransPort, a subcommittee of TPAC, has been meeting monthly to coordinate TSMO projects. As part of the presentation, Winter listed their discussion topics, with identified project work to continue, and possible additional strategies to add in the 2028 TSMO Strategy. In addition, Winter spoke of the big role Metro's Regional Transportation Technology Strategy (RTX) will play in consideration of long-range impacts on connected and automated vehicles along with deploying new technology through coordination, applying systems engineering and agreed upon Intelligent Transportation System (ITS) Architecture. Input was asked on what regional policy topics would we apply or prioritize to inform the work needed to update the TSMO Strategy?

Comments from the committee:

-Mark Lear expressed interest in the work of multimodal traffic management, as more regional bonding measures are addressing increased transportation congestion. It's possible we are under-informed on options currently that can better plan congestion and reliability issues, and would like to have better investment options and resource allocation choices to address the issue.

-Eric Hesse commented on Transport's work as a good starting point. The efforts to strategize and priorities these into an 8-10 year plan should be addressed now with the inclusion of looking at the big picture, tying policies to strategies for managing the system. Hesse recommends revisiting strategies from RTX and Transport as they refine action strategies so that a full alignment is confirmed with the region.

-Tyler Bullen commented on the need to keep safety issues in discussions with strategies. Demand management was important to help improve effective travel management with not only time and issues such as parking management and reducing congestion, but encouraging more cost effectiveness also.

-Glenn Koehrsen commented on the changing population base in geographical areas of the region. Tracking the movement from urban to rural areas should be taken into account with these shifts in transportation systems planning.

-Jon Makler commented on the amount of technology we are using for tools for decisions on transportation. While the data is important, planners need to focus on the policies and strategies of transportation planning in future regional development.

8. Enhanced Transit Concept Pilot Proposed Work Plan Draft Review

Jamie Snook began the presentation by reminding TPAC that the MTIP Policy Report recommended bonding \$15.43 million of new funding capacity and \$3.78 million of the Step 2 regional flexible funds to develop a selected package of improvements to address regional active transportation needs, freeway interchanges or arterials, and regional transit priorities. In addition to the bonded project development funds, the MTIP Policy Report allocated \$33.15 million to capital construction projects and \$30 million to region-wide programs and planning. This portion of the presentation is to provide an overview for the distribution and use of the project development funds for the enhanced transit pilot project, beginning with \$5 million for this pilot project.

The Enhanced Transit Concept Pilot Program will fit between service improvements and capital investments. Planned to go through a series of filters, the potential ETC projects will go from an envisioned 9-18 month process. There will be a local Request for Interest (RFI) on projects, through the Regional Transit work group and workshops with local jurisdiction representatives this December – January 2018. From this, filters will help determine reliability and readiness of proposed projects.

Eric Hesse provided information on proposed filtering process for narrowing the range of potential ETC that might move forward through design and construction. Beginning with Filter 1, potential projects are identified through assessment of potential applicability of ETC toolkit to locations within proposed universe through local workshops. Potential projects are located along a Frequent Service route or a route identified as future Frequent Service (in SEP or RTP) on TriMet system, or corollary on SMART system, and have potential for high ridership. Analysis on equity and anticipated growth can also help inform prioritization.

Filter 2; presuming project is a priority based on Filter 1, jurisdictions indicate their local commitments to support the project, including financial commitments, policy changes, and their project specific public outreach process. Local partners can choose to submit through RFI and move forward to Filter 3, where

projects fill the Enhanced Transit niche between Frequent Service and High Capacity Transit, and go to 15% design, then to further evaluation refinement. Jamie Snook requested TPAC feedback on the proposed work plan and timeline, in particular regarding; 1) Do the proposed filters provide enough guidance to narrow, 2) Does the suggested public engagement approach as part of filter 2, and 3) with \$5 million available for the pilot, what is the right balance between planning/project development and construction?

Comments from the committee:

-Tyler Bullen asked for clarification on how these projects were sorted from the spreadsheet given, whether by County or ODOT. It was mentioned that no costs were listed, and noting \$5 million for all projects would be helpful if showing distribution by size of projects and what would be covered with these costs. Eric Hesse reported that these were not the project lists, but designed to show geographical and operational data. On the question of funding for projects, relative design costs are more commonly known and provide a base for estimating project costs. The work plan includes scoping design capacity on proposed projects to give a better idea of projects development readiness with available funding.

-Jon Makler commented on looking for overlaps with the criterion of filters with available funding. If ODOT projects already identified through ETC project, partners can leverage to keep PPE costs down and take advantage of capitalizing on project readiness.

-Mark Lear commented on the advantage of cutting down the 15% design costs for better allocation of funding. This provides a sound process of work, but if reliability being a big element challenge vs. benefit level of improvement, looking at the projects as broadly as possible rather than one specific project may prove more valuable.

-Nancy Kraushaar noted that all but three on the list were on ODOT facilities. It was felt that ODOT should weigh in early on the project list as part of these filters. Jamie Snook added that included with the 12 workshops planned, ODOT, SMART, the City of Wilsonville, and others will participate as a region-wide participation for input. Other local transit providers will be included.

-Glenn Koehrsen commented on the importance of public engagement, and explaining the funding of what these projects provide. Eric Hesse agreed that the package of improvements for transit costs could be presented for detailed explanation.

-Joanna Valencia asked if any decision has been made with the City of Portland ATC work on which routes they planned on developing further with priorities, and how this relates to some the projects listed in the spreadsheet. April Bertelsen with the City of Portland commented on their studies providing answers to which priorities needing more focus and how these aligned with projects in the ETC Pilot Work Plan. The workshops will provide more design options and opportunities to advance beyond what the City of Portland has studied.

9. RFFA Active Transportation Project Development Bond Proceeds

Lake McTighe presented a proposal for developing a pipeline of active transportation projects that can be competitive for funding opportunities and to ensure completion of the 10-year investment strategy. These projects are listed in the *10-year Investment Active Transportation Scenarios*. They are also identified in the 2018 Regional Transportation Plan.

Along with projects already under project development, the projects funded through this allocation of \$2 million RFFA funds will comprise the region's near-term pipeline of active transportation projects. McTighe explained how proposed funding amounts region-wide would be allocated first from the \$1.7

million, using City and County coordinating committees input, with PBOT, TriMet, SMART, ODOT and other agencies that will participate in the decision making. The projects identified help complete the regional active transportation network, are identified in the 10-year Investment Active Transportation Scenarios, and are on the 2018 RTP project list.

A high return on investment analysis would be used at the cost of \$150,000 of funds to describe the multiple benefits provided by the region's 10-year investment strategy in active transportation. A baseline development of all projects, with \$150,000 of funds will bring all projects in the first 10-years of the 2018 RTP, and/or the 10-year Investment Active Transportation Scenarios to a consistent baseline level of readiness.

The planned next steps are to provide a detailed timeline, and information form for recommended projects that is simple and understandable. Ideally, in December 2017 the process will begin to identify projects.

Comments from the committee:

-Steve Williams asked what the process was given the December timeline and what the expected flow for decision making was for projects. Lake McTighe reported that projects on the list that needed project development under consideration would be discussed and evaluated through technical advisory committees, county coordinating committees and could then inform JPACT on their decisions. It was confirmed that reaching a consensus through all partners would be the goal for agreement on resource allocations in each area of the region.

-Todd Juhasz asked how, as a member of TAC, they could work with Metro to prioritize projects in the AT plan to get to the top of the consideration list. Lake McTighe emphasized the work through the regional perspective and developing impact strategically, with project discussions at the County levels.

-Jon Makler raised a question on the possibility of the funding levels being too small to cover the level of design costs with projects. Developing a balance of investments for projects with costs identified would be worth further discussion. Ted Leybold agreed that deciding on the ROI vs. level of achievements with project with development costs based on different variables and different range of engineering alignments and the risks associated with each deserved further discussion. These are part of the considerations that TAC's and coordinating committees should be discussing.

-Nancy Kraushaar asked if consideration could be made to include the AT projects in with the bond ROI projects. A suggested leverage for grant funding might be possible from local matches. Lake McTighe reported that the criteria for this were included for that opportunity.

10. RTP Investment Strategy Development

Kim Ellis provided a brief overview on 2018 RTP Investment Strategy with updated related work that is planned or underway, and the timing of upcoming discussions. The memo in the packet provides an overview of phases and schedules that are planned to advance process toward the draft plan presented for formal review next summer. Ellis requested any questions of feedback be sent to her for follow up.

The December 4, 2017 TPAC/MTAC workshop was highlighted. Results of the system evaluations and pilot program evaluations will be shared at this workshop, and encouragement was given to attend. The workshop will be held on Monday, Dec. 4 from 2-5 p.m. in Council Chamber. TPAC and MTAC members and alternatives will soon receive further information on this with their meeting invitation/notice.

11. Burnside Bridge Project

Megan Neill and Ian Cannon with Multnomah County provided a high level briefing on the seismic resiliency plan of the Burnside Bridge currently being studied. The feasibility study currently underway will result in a select set of options for an earthquake resilient Burnside Bridge that will be further studied in an environmental impact statement. Identifying, designing, and constructing the best options were presented with a project overview timeline and project phasing.

The Feasibility Study phase of the project is examining a comprehensive set of earthquake resilient crossing options. During the study, these crossing options will be narrowed by evaluating them against technical, environmental, social and other considerations. This process will result in a range of feasible crossing options for consideration during the next project phase.



These crossing options have been reviewed by the Senior Agency Staff Group, Stakeholder Representative Group, and Policy Group. The project team has also presented these crossing options at stakeholder and community briefings. The project team has screened the options against project criteria and shared the results at the July and August 2017 project committee meetings. The team is currently evaluating the remaining Replacement and Hybrid alternatives based on criteria that reflect community needs and values.

Following alternatives evaluation, the team will move forward on further studies with engineering, design, and evaluation criteria, technical and cost evaluations. Results from these studies will be posted at their website (burnsidebridge.org) and a link to the video not shown at TPAC will be sent out to

members for viewing. Eric Hesse gave appreciation for the long-range plan to include systematic transit coordination.

12. Adjourn

There being no further business, meeting was adjourned by Chair Kloster at 12:00 p.m.

Meeting minutes respectfully submitted by,

A handwritten signature in cursive script that reads "Marie Miller".

Marie Miller
TPAC Recorder

Attachments to the Public Record, TPAC meeting, October 27, 2017

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
1	Agenda	10/27/17	10/27/17 TPAC Agenda	102717T-01
2	Work Program	10/23/17	2017 TPAC Work Program	102717T-02
3	Memo	10/20/17	To: TPAC and Interested Parties From: John Mermin, Senior Transportation Planner Re: Administrative Amendment to 2017-18 Unified Planning Work Program (UPWP)	102717T-03
4	Memo	10/16/17	To: TPAC and Interested Parties From: Ken Lobeck, Funding Programs Lead Re: MTIP 4 th Quarter FFY 2017 Completed Amendments and 1 st Quarter SFY 2017-18 UPWP Summary Report	102717T-04
5	Meeting Minutes	9/29/17	TPAC Sept. 29, 2017 meeting minutes, draft for approval	102717T-05
6	Resolution 17-4853	10/23/17	Resolution 17-4853 For the purpose of adding or amending existing project to the 2018-21 MTIP to add and amend the remaining new HB2017 awarded projects, plus to add or amend 2018 MTIP projects that require implementation corrections	102717T-06
7	Exhibit A to Resolution 17-4853	10/23/17	Exhibit A to Resolution 17-4853, 2018-21 MTIP Formal Amendment	102717T-07
8	Staff Report	10/23/17	Staff Report from Ken Lobeck, Funding Programs Lead Re: Oct. 2017 MTIP Formal Amendment plus Approval Request of Resolution 17-4853	102717T-08
9	Memo	10/19/17	To: TPAC and Interested Parties From: Caleb Winter, Senior Transportation Planner and Kale Mattias, Assistant Transportation Planner Re:2013-16 RTO Evaluations	102717T-09
10	Booklet	October 2017	Metro Regional Travel Options Program: Commute Options	102717T-10
11	Booklet	October 2017	Metro Regional Travel Options Program: Active & Healthy Travel Options	102717T-11
12	Booklet	October 2017	Metro Regional Travel Options Program: Neighborhood & Community Travel Options	102717T-12
13	Booklet	October 2017	Metro Regional Travel Options Program: Traveler Information & Travel Option Services	102717T-13

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
14	Memo	10/20/17	To: TPAC and Interested Parties From: Caleb Winter, Senior Transportation Planner Re: Transportation System Management and Operations (TSMO) Strategy Update Scoping	102717T-14
15	Memo	10/20/17	To: TPAC and Interested Parties From: Tyler Frisbee and Ted Leybold Re: Background on RFFA Project Development Funds	102717T-15
16	Memo	10/20/17	To: TPAC and Interested Parties From: Jamie Snook, Principal Planner Re: Enhanced Transit Concept Pilot Work Plan	102717T-16
17	Memo	10/20/17	To: TPAC and Interested Parties From: Lake McTighe, Ted Leybold Re: Allocation Process for RFFA Active Transportation Project Development Funds	102717T-17
18	Booklet	April 2017	Active Transportation: 10-Year Investment Scenarios for Connected Centers and Corridors	102717T-18
19	Memo	10/20/17	To: TPAC and Interested Parties From: Kim Ellis, RTP Project Manager Re: 2018 RTP Investment Strategy Development	102717T-19
20	Handout	10/27/17	2018 RTP Update: Council and Regional Advisory Committees Briefings	102717T-20
21	Handout	10/27/17	2018 RTP Update: Technical Work Group Meetings and TPAC/MTAC Workshop	102717T-21
22	Handout	10/27/17	Project List from TriMet with Indicator and Weighted Scores	102717T-22
23	Presentation	10/27/17	October 2017 Formal MTIP Amendment & Approval Request of Resolution 17-4853	102717T-23
24	Presentation	10/27/17	2013-2016 RTO Program Evaluation	102717T-24
25	Presentation	10/27/17	TSMO Strategy Scoping	102717T-25
26	Presentation	10/27/17	Regional Transit Strategy	102717T-26
27	Presentation	10/27/17	Allocation of Regional Active Transportation Readiness Funds	102717T-27
28	Presentation	10/27/17	Earthquake Ready: Burnside Bridge Study	102717T-28