



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting minutes

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

Date/time: Friday, Feb. 2, 2018 | 9:30 a.m. to 12:00 p.m.

Place: Metro Regional Center, Council chamber

Members Attending

Tom Kloster, Chair
Karen Buehrig
Joanna Valencia
Chris Deffebach
Lynda David
Mark Lear
Katherine Kelly
Don Odermott
Eric Hesse
Jon Makler
Cory Ann Wind
Carley Francis
Phil Healy
Tyler Bullen
Glenn Koehrsen
Maria Hernandez
Emily Lai
Beverly Drott

Affiliate

Metro
Clackamas County
Multnomah County
Washington County
SW Washington Regional Transportation Council
City of Portland
City of Gresham and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
TriMet
Oregon Department of Transportation
Oregon Department of Environmental Quality
Washington State Department of Transportation
Port of Portland
Community Representative
Community Representative
Community Representative
Community Representative
Community Representative

Alternates Attending

Dayna Webb
Todd Juhasz
Lidwien Rahman

Affiliate

City of Oregon City and Cities of Clackamas County
City of Beaverton and Cities of Washington County
Oregon Department of Transportation

Members Excused

Nancy Kraushaar

Affiliate

City of Wilsonville and Cities of Clackamas County

Guests Attending

Zoe Monahan
Dwight Brashear

Affiliate

City of Tualatin
SMART/City of Wilsonville

Metro Staff Attending

Ted Leybold, Resource Development Manager
Lake McTighe, Senior Transportation Planner
John Mermin, Senior Transportation Planner
Margi Bradway, Deputy Dir. Planning & Dev.
Randy Tucker, Metro State Lobbyist
Marie Miller, TPAC Recorder

Kim Ellis, Principal Transportation Planner
Ken Lobeck, Funding Programs Lead
Grace Cho, Associate Transportation Planner
Eliot Rose, Senior Technology Strategist
Cindy Pederson, Research & Modeler Manager

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

- **Metro Legislative Updates (Randy Tucker)** Mr. Tucker presented information on two bills currently being discussed in the House and Senate with similar versions. The climate legislation being proposed started last fall from committee work with three divisions: Utilities, Transportation and Industrial Sector. Mr. Tucker directed his report on the Transportation sector of the proposed bills.

The bill would create hard caps on greenhouse emissions, where the caps would decline over time to reach targets, then limits on emissions. The transportation funding from this bill would be restricted to Highway funding right of way, raised through dedicated transportation fuels i.e. gas tax funding. Our Climate Smart Strategy has been adopted, but is not funded. If the bill passes, the approved plan requires state generated funds be used for transportation specific and climate specific, linked to the plan. Language in the bill is suggestive but not binding. The bill encourages transit funding, planning the region transit and implementing the plan. But allocation of funds with biannual legislative sessions, and meeting targets to include impacted communities by climate change casts doubt on the bill passage.

Mr. Tucker named the legislative bills as HB4001, and SB1507. In question to if the funding restrictions were possible to challenge, Mr. Tucker reported that most was decided on where the funding would be raised, but not as clear on which pots of funds were eligible for programs with climate smart strategies. Eric Hesse encouraged more long-term strategy with the 2-year legislative cycle. A comment was made on using past models that worked for multiple year-planning to help fund long-term. Mr. Tucker welcomed this idea. This appropriation portion for Metro is a shared fund linked to Climate Strategy state-wide. There is no geographic breakdown listed in the bill, but predictability of funding is preferred.

Discussion was held on opposing views between climate smart projects and Highway eligible funds meant to reduce greenhouse omissions. Highway projects are part of the overall strategy with goals to reduce congestion fuel emissions. Encourage was given to look at transportation funding as a holistic approach with awareness of climate smart strategies impacting communities of low income and access to transportation. Mr. Tucker agreed and reported that part of the process with the bill was addressing environmental justice and awareness of equity implementations to climate change and transit.

- **RTP Public Comment Opportunity through Feb. 17 (Kim Ellis)** A flyer was provided in the meeting packet that encouraged further public comment on the 2018 RTP, open through Feb. 17, 2018. To date, 1,400 responses have been received. Links to the website where the survey is placed was given. RTP projects are listed online with specific details and data. Project comment from the survey will be shared with TPAC and Metro committees following the public comment period.
- **Upcoming Conference Announcements (Lake McTighe)** Ms. McTighe announced that three conferences of interest were planned for March 2018. Registration would soon open, and encouragement was given for participation.
Urbanism Next Conference, March 5-6, Portland, Oregon
<https://urbanismnext.uoregon.edu/conference/>
Active Transportation Summit, March 15-16, Oregon Zoo, with Vision Zero workshop at Metro March 16, free.
<https://www.thestreettrust.org/2018-active-transportation-summit/>
Northwest Transportation Conference, March 13-15, OSU, Corvallis <https://nwtc-conference.org>

Eric Hesse announced that this was his last TPAC meeting representing TriMet. He has accepted the position of Policy Planning and Regional Transportation Coordinator at Portland Bureau of Transportation, including work with new mobility strategy. TPAC expressed their congratulations and good wishes with his new position.

3. Public Communications on Agenda Items - None

4. Consideration of TPAC Minutes for January 5, 2018

Correction was made to the presented TPAC minutes from January 5, 2018.

Page 2, Under Comments from the Chair and Committee members, "Don Odermott reported on the recent deployment program in *Hillsboro with Rectangular Rapid Flash Beacons*, now...

MOTION: To approve the minutes of January 5, 2018 with correction made.

Moved: Jon Makler

Seconded: Tyler Bullen

ACTION: Motion passed unanimously.

5. MTIP Formal Amendment 18-4870

Ken Lobeck presented information on MTIP Formal Amendment Resolution 18-4870, seeking approval from TPAC to recommend to JPACT action on nine projects requiring programming additions, corrections, or cancellations impacting ODOT, Oregon Parks and Recreation Department (OPRD), SMART and TriMet. Six review factors with MPO CFR compliance requirements will soon add a 7th review factor on performance measurements verification, which was discussed briefly. Public notification period on this amendment is open through Feb. 26, 2018. Estimated approval timing is expected early April 2018.

Comments from the committee:

- Tyler Bullen asked for clarification on the cost of construction with Project #5 OR141 (Hall Blvd): Scholls Ferry Red – Hemlock Street. Were 1/3% construction costs typical for projects? Mr. Lobeck explained that funding estimates for projects shift as projects are developed, through evaluations, design, PE Phases, and with Right-of-Way and construction phases. In this project, the amendment cancels the Right-of-Way and construction phases for the project and increases the PE phase. Higher constructions costs are expected on the project as more is known.
- Chris Deffebach requested information on Project #3 with a new project to design and construct curb ramps and pedestrian signals in compliance with the Americans with Disabilities Act (ADA) standards at multiple locations was funded. ODOT is in the process of fund reallocations for this purpose, with approval required through the OTC. This is a statewide program, not funded in the region specifically. Discussion was held on having future workshops to address ODOT administered funds and how priorities are determined, and how ADA works for projects with funding determination. Metro will look into setting up these discussion topics.
- Maria Hernandez commented on the need to show the cash flow on projects, and to consider having a flow chart for projects.
- Don Odermott commented on project delivery with ADA ramp requirements adding costs to all agencies. Prior projects that are not now in compliance need to meet requirements, raising costs beyond what might first be projected. It was suggested this topic be added to the future discussion on ADA transportation projects.

MOTION: To recommend approval of formal amendment to the 2018 MTIP Resolution 18-4870 for JPACT consideration, as written.

Moved: Eric Hesse

Seconded: Chris Deffebach

ACTION: Motion passed unanimously.

6. Review Draft Unified Planning Work Program (UPWP)

John Mermin presented the draft 2018-2019 UPWP. This annual federally required document ensures efficient use of all federal funded projects consistent with federal required regulations. TPAC members are asked to review the document for better coordination, clarification on project narratives and budgets and what information might be missing or needed. Two weeks before the March 9, 2018 meeting, the document will be sent out with track changes showing your edits and comments.

It was noted that feedback from the Jan. 25, 2018 consultation meeting with USDOT and agency partners on the UPWP included adding a narrative for ODOT's Congestion Pricing Study, adding references to RTX work to RTP update and TSMO narratives, and updating the Powell-Division Transit Corridor narrative. TPAC will be presented with the updated UPWP from these additions March 9 and asked to approve for recommendation to JPACT.

Comments from the committee:

- Chris Deffebach asked for clarification on Corridor Refinement and Project Development on pages 114-119. How are corridors prioritized? Jamie Snook reported that the Transit System Expansion Policy now being updated is part of the Regional Transit Policy, with prioritization provided on High Capacity Transit corridors as we move forward. Corridors listed in the UPWP were planned to be further developed on these pages.
- On page 92 of the UPWP, Mobility Policy Refinement Planning was further discussed. Chair Kloster provided an overview on the background with the approach to mobility issues. This being placed in the UPWP was planned to be a placeholder on future years planning with ODOT, but recommended to show as future development.
- Karen Buehrig commented on the corridor concepts being more understandable in future discussions and related to investment areas. It was suggested to better define the pre-project development planning with projects with no funding named as yet in the document. More project cost summaries would be helpful.
- Katherine Kelly asked on clarification with the three bottleneck projects listed, I-205 is listed as pre-project development planning, but the other two bottleneck projects are not in the same category. Reason was given as planned funds are subject to pay back if project development is changed with design. The I-205 project is in the program planning phase now.

7. Federal MPO Certification Findings

Chairman Kloster provided an overview of the Federal MPO certification findings process. With the recent on-site review having taken place at Metro with our federal partner agencies, recommendations were given for corrective actions that provide Metro direction to improve planning processes for programs. Each year MPOs are required to make a self-certification to remain eligible for federal funding. In addition, the on-site reviews that are now scheduled every five years will provide Metro the guidance to address federal corrective actions and recommendation to the planning process, with timelines and performance tied to each action. A bulleted table of these corrective actions and recommendations from the current review will be presented at the next TPAC meeting.

8. Emerging Technology Strategy: Draft Policies

Eliot Rose provided an overview of the draft policy language that will be included in Metro's Emerging Technologies Strategy with contextual information on how these policies were developed. To the discussion of the many emerging technologies for transportation was added a glossary of terms (handout). Feedback received through previous workshops and surveys included:

- Choices and congestion are important concerns. Be pro-people, not anti-vehicle
- Equity isn't just about access. It's about affordability, availability and displacement.
- Privacy and cybersecurity are key safety issues. Personal safety to be included as a key issue.

- Most of our partners are somewhat optimistic about technology, and could use Metro's support
- Value clarity over consistency. Broadly written goals are hard to match with specific issues. Specify concerns and what technology can do in this field.

Mr. Rose directed attention to the Policy & Strategy section of the Policy framework. The draft policies and strategies focus on the key areas where public agencies need to act in the next five years to respond to the most pressing issues presented by emerging technologies and stay on track to meet our regional goals over the long term. Policies describe the outcomes that we want to achieve; strategies describe the actions that we can take to achieve those outcomes.

Examining key trends in the next five years is critical to prioritizing the steps that we take. In the next five years, shared automated vehicles (AVs) will hit our streets. People will use Transportation network companies (TNCs) like Uber and Lyft more frequently and there will be more TNCs on the streets. Technology will advance without much public participation unless public agencies take a more active role in shaping how the transportation system evolves. Under current trends congestion will get worse as new choices conflict with current ones, but if we act we can help ensure that new technologies complement our current options. Marginalized people and workers will fall further behind, unless we use technology to create a more fair and just transportation system.

Comments from the committee:

- Emily Lai asked what data was used to develop these policies, especially to reflect marginalized people experience and needs for transportation. Mr. Rose reported that collecting data has been difficult as private companies don't share their data, and the City of Portland that does collect data is legally not allowed to publicly share their data. It was acknowledged that better methods to acquire data could be developed. Ms. Lai commented on the lack of information reflected on the disconnect between creating a more equitable and livable region with a focus on prioritized needs of marginalized people in these policies. Ms. Lai encouraged finding more ways to access this information, including addressing transportation needs with the homeless population.
- Jon Makler commented on the already numerous policies at Metro, including in the RTP, and encouraged a better system of specific policies to serve existing structure of goals. It was felt we can't collate equity meaning more prosperity in the region, and who does this benefit. From the memo, the draft policy for prosperity is written as "Ensure that emerging technologies replace jobs lost to automation...." How would Metro ensure this through policies?

Under Choices Policies, using emerging technologies to bring new travel options is good, but the strategies listed do not address specific choices that address investments to benefit people. This language won't work to help make policy. More explicit direction on strategies should be provided for TPAC and JPACT approval. Mr. Rose added that emerging technologies policies and strategies would be included in the RTP Policy Chapter, after coordination with Equity and Freight strategies and other elements integrated into the draft.

- Maria Hernandez commented on innovation listed as a key policy area, but not described as why. Why are more AVs and TNCs being planned, for what purpose? More on this background for the policy to be based should be included. Another point to answer was why technology would advance with much public participation. Where does the lack of public participation come from?
- Glenn Koehrsen commented on the equity policy that addressed emerging technologies to create a more equitable transportation system. Policies for accessibility, availability, and affordability can be promoted, but not ensured. Alternate options with technologies need to be part of the equity policies and strategies.

Mr. Rose will add these comments to the policy language. Discussing the policies (Equity, Choices, Prosperity, Information and Innovation), it was noted that more data information is needed in order to plan for success, and shorter term planning with innovation is a big change from more common transportation planning. Feedback from MTAC was shared including opportunities to strengthen language around equity, jobs, choices and congestion.

Eric Hesse commented on how technology policies align with the RTP policy areas. The direction with these policies and strategies was good, but needed more language specific to articulate where the expected outcomes would accomplish what we plan and want for the region. Katherine Kelly added different levels from principles down in the policy framework are difficult, especially addressing the how and why between strategies and implementation levels. The discussion concluded with further feedback is given to Mr. Rose by Feb. 14th.

9. RTP Evaluation Findings Discussion Guide and Update on Regional Leadership Forum (RLF) #4

Kim Ellis provided an overview of key takeaways from the regional-level analysis of the draft project lists and remaining work that is planned or underway to finalize the 2018 Regional Transportation Plan by the end of 2018. The key takeaways handout is an updated version of the eight-page summary of the draft constrained project list and key takeaways from the regional-level evaluation of those projects.

The Policymaker's discussion guide: Finalizing Our Shared Plan for the Region is the starting point for conversations at the Regional Leadership Forum #4 on March 2. It will be introduced to the Metro Council, Metro Policy Advisory Committee (MPAC), and Joint Policy Advisory Committee on Transportation (JPACT) the week of Feb. 12.

Ms. Ellis discussed three key sections:

- The regional context section sets the stage for policymakers who may not realize the goals we have set and prior commitments we have made as a region, including implementing the Climate Smart Strategy. It also provides information on the state of racial equity in the region, Vision Zero, managing congestion and paying for needed investments.
- What we learned sections highlights safety as a priority in high injury corridors and communities of color and other historically marginalized communities, congestion will not ease, but investments will help improve reliability, Increased physical activity and reduced emissions will help people live healthier lives, but the region will fall short of its adopted greenhouse gas reduction commitment, and affordability will improve with better access to travel options, but not everyone will see the same level of benefit for access to jobs and community places.
- The overview of evaluated RTP investment strategies section, gives context, maps and tables for each of the modes, programs and policies that make up the investment strategies. The maps and tables attempt to paint a picture of what can be expected with investments in the draft project lists in the next 10 years through 2027 (C10) with the constrained list, and in 2040 Constrained (C2040) and 2040 Strategic (S2040) project lists.

Many other RTP-related activities are underway in support of finalizing the 2018 RTP. A summary of remaining activities and updated monthly calendar of technical and policy briefings were summarized. The draft plan with work on policy language will be prepared for public comment toward the end of June, then back to TPAC for review. Ms. Ellis offered to meet with community members prior to the Regional Leadership Forum #4 to discuss in more detail items in the Discussion Guide.

10. Adjourn

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

Respectfully submitted by,

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

Marie Miller

TPAC Recorder

Attachments to the Public Record, TPAC meeting, February 2, 2018

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
1	Agenda	2/2/18	2/2/18 TPAC Agenda	2218T-01
2	TPAC Work Program	1/26/2018	2018 TPAC Work Program	2218T-02
3	Handout	2/2/18	Public comment opportunity on the 2018 RTP	2218T-03
4	Meeting Minutes	1/5/2018	TPAC Jan. 5, 2018 meeting minutes, draft for approval	2218T-04
5	Resolution 18-4870	2/2/18	Resolution 18-4870 for the purpose of adding or amending existing projects to the 2018-21 MTIP involving nine projects requiring programming additions, corrections, or cancellations impacting OPRD, ODOT, SMART, and TriMet	2218T-05
6	Exhibit A to Resolution 18-4870	2/2/18	2018-2021 Metropolitan Transportation Improvement Program, Exhibit A to Resolution 18-4870	2218T-06
7	Staff Report to Resolution 18-4870	1/22/18	To: TPAC and Interested Parties From: Ken Lobeck, Funding Programs Lead Re: Feb. 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4870	2218T-07
8	Attachment 1 to Resolution 18-4870	1/22/18	Attachment 1 to Feb. 2018 MTIP Formal Amendment Staff Report – Project Location Maps and OTC letters as applicable	2218T-08
9	Draft 2018-2019 UPWP	Jan. 2018	2018-2019 Unified Planning Work Program, Draft	2218T-09
10	Memo	2/2/18	To: TPAC From: Eliot Rose, Senior Technology Strategist RE: Emerging Technology Strategy: Draft Policies	2218T-10
11	Memo	2/1/18	To: TPAC Members and Interested Parties From: John Mermin, Senior Transportation Planner RE: 2018-19 UPWP Consultation Highlights	2218T-11
12	Handout	2/2/18	Emerging Technology Strategy Glossary	2218T-12
13	Memo	2/1/18	TO: TPAC Member and Interested Parties From: Kim Ellis, RTP Project Manager RE: Key Evaluation Takeaways and Remaining Policy and Technical Work in Support of the 2018 Regional Transportation Plan	2218T-13
14	Handout	1/31/18	2018 Regional Transportation Plan: Getting there with a connected region	2218T-14
15	Document	March 2018	Finalizing our Shared Plan for the Region: Discussion Guide for Policymakers	2218T-15
16	Presentation	2/2/18	February 2018 Formal MTIP Amendment and Approval Request of Resolution 18-4870	2218T-16

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
17	Presentation	2/2/18	2018-19 Unified Planning Work Program	2218T-17
18	Presentation	2/2/18	Emerging technology strategy: draft policies	2218T-18