



Meeting minutes

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

Date/time: Friday, April 6, 2018 | 9:30 a.m. to 12 p.m.

Place: Metro Regional Center, Council chamber

Members Attending

Tom Kloster, Chair
Karen Buehrig
Joanna Valencia
Chris Deffebach
Mark Lear
Katherine Kelly
Nancy Kraushaar
Todd Juhasz
Kelly Betteridge
Jon Makler
Carley Francis
Phil Healy
Tyler Bullen
Glenn Koehrsen
Maria Hernandez
Emily Lai

Affiliate

Metro
Clackamas County
Multnomah County
Washington County
City of Portland
City of Gresham and Cities of Multnomah County
City of Wilsonville and Cities of Clackamas County
City of Beaverton and Cities of Washington County
TriMet
Oregon Department of Transportation
Washington State Department of Transportation
Port of Portland
Community Representative
Community Representative
Community Representative
Community Representative

Alternates Attending

Dayna Webb
Don Odermott
Lidwien Rahman

Affiliate

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

Members Excused

Lynda David
Cory Ann Wind
Rachael Tupica
Alfred McQuarters
Beverly Drottar

Affiliate

SW Washington Regional Transportation Council
Oregon Department of Environmental Quality
Federal Highway Administration
Community Representative
Community Representative

Guests Attending

Kari Schlosshauer
Jeff Pazdalski
Bob Kellett

Affiliate

Safe Routes to Schools National Partnership
Westside Transportation Alliance
Portland Bureau of Transportation

Metro Staff Attending

Kim Ellis, Principal Transportation Planner	Tim Collins, Senior Transportation Planner
Lake McTighe, Senior Transportation Planner	Ken Lobeck, Funding Programs Lead
Grace Cho, Associate Transportation Planner	Dan Kaempff, Principal Transportation Planner
Jamie Snook, Principal Transportation Planner	Caleb Winter, Senior Transportation Planner
Cindy Pederson, Research & Modeling Manager	Marie Miller, TPAC Recorder

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

- **Update on refining RTP project priorities by April 27 (Kim Ellis)** Ms. Ellis referred to her memo in the meeting packet that provides guidance to jurisdictions for updating their RTP project lists. By April 27, jurisdictions are requested to review and refine their respective draft RTP project list to the extent practicable to make more near-term progress on regional priorities for equity, safety, travel options, Climate Smart Strategy implementation and congestion. Materials in the packet include timeline and direction for refining project lists, staff contacts for support and technical assistance, and Public Engagement and Non-discrimination Certification forms for new projects being submitted.

Revised financial forecasts are under development and will be provided to jurisdictions. The forecasts will be higher than the initial forecast developed in 2017 due to the new road-related funding from the state legislative package (HB2017) anticipated for each jurisdiction as well as the state level funding for Safe Routes to School funding and bridges. It was asked if changes based on assumptions on preliminary financial forecasts could be presented with expected revenues changes at the jurisdictional and county levels for RTP project planning. Kim Ellis and Ken Lobeck will develop this table of financial data and send out to jurisdictions next week.

- **New TransPort Chair and Vice Chair (Caleb Winter)** Mr. Winter provided an overview of TransPort, a subcommittee of TPAC. TransPort meets monthly, working to implement Transportation System Management Operations (TSMO) with our agencies and regional partners. TransPort held an election March 22 with these results:
New TransPort Chair: Kate Freitag, Traffic Engineer for ODOT Region 1
New TransPort Vice Chair: A.J. O'Connor, ITS Manager at TriMet

TransPort's work plan through June 2019 includes updating the TSMO Program selection process, applying emerging technologies to TSMO implementation based on ETS work for the RTP, preparing for connected and automated vehicles, updating TransPort bylaws, and partnering with federal, state, local agencies and the consultant community to build the skills and transfer knowledge that we need to increase our capabilities. Members and stakeholders of TransPort were acknowledged for their support. TransPort meetings are posted on the TPAC calendar web page.

- **Safe Routes to School Funding (Jon Makler)** Mr. Makler reported on the rule making process and announcements from a recent statewide planning meeting. July 23 marks the start of the application process with notice of intent to apply. Applications begin August 23 and are due by October 15, followed by a statewide advisory committee review process in Dec. 2018/Jan. 2019. The Oregon Transportation Commission will decide on application awards in Jan. /Feb. 2019. The first round cycle is for \$18.3 million for school year 2019-20, then \$30 million for 2021-22, and \$30 million for 2023-24. For assistance with application tentative dates were given for a webinar on June 27 and workshop in Portland July 2.

Mr. Makler provided a handout entitled "2021-24 Statewide Transportation Improvement Program, ODOT Region 1: Scoping Candidates (aka "The 150's)", which have a link to a map where the 150% project list is given. As of April 6, the map includes Pavement projects (Interstates and other highways), Bridge projects and Operations (ITS and Signals). The map does not yet include projects for operations with illumination and slides/rock falls, Culverts, ADA and ARTS projects. ADA projects are expected to

have many projects named, with urgency to get scoping underway as soon as possible. The All Roads Transportation Safety (ARTS) Program project list is expected from Salem in August. TPAC members agreed with Mr. Makler that receiving an estimate on this list before August would be valuable. Mark Lear supported the efforts from ODOT with the policy changes and challenges working through project implementation, such as the 82nd Avenue identity naming, and further partnership with agency support. ODOT will email project lists next week to the agencies and jurisdictions to accompany the maps, with an invitation to help ODOT identify opportunities to leverage these Fix-It Projects.

3. Public Communications on Agenda Items - None

4. Consideration of TPAC Minutes from March 9, 2018

MOTION: To approve the minutes from March 9, 2018 as presented.

Moved: Nancy Kraushaar

Seconded: Glenn Koehrsen

ACTION: Motion passed with one abstention: Katherine Kelly.

5. MTIP Formal Amendment 18-4883 Ken Lobeck provided an overview of Resolution 18-4883 to add or amend existing projects to the 2018-21 Metropolitan Transportation Improvement Program (MTIP) involving six projects requiring programming additions, corrections, or cancellations impacting Metro, ODOT and TriMet. Mr. Lobeck briefly reviewed each of the six projects, noting the compliance requirements met, the public notification and estimated timeline for approvals.

Comments from the committee:

- Nancy Kraushaar commented on TriMet funds to 3 of the projects in the project list, which were described well in the staff report, but not clarified as coming from MTIP as a result of bonds Metro provided to TriMet for assist in project development. It was suggested this clarification of TriMet contribution of funds be more fully described in Exhibit A to the Resolution. It was also suggested this addition be part of the motion to the Resolution.
- Karen Buehrig referred to Exhibit A to Resolution 18-4883, Project 2. In the table, the project name appeared more as a description rather than the project name. This will be updated to add US30: Sandy River (Troutdale) Bridge as the project name. It was also noted that Project 1 and 3 are missing years for expected completion, as others have years named. Mr. Lobeck will add the years when funding is programmed for these projects to the table in Exhibit A.
- Maria Hernandez asked if there was a criteria in the hiring and construction phases of projects that addressed minority construction companies with bidding and project implementation phases of projects. Jon Makler provided an overview of some of ODOT's requirements with state law governing DBE (disadvantaged business enterprise) goals, noting that Federal and local requirements must be met also. Metro and TriMet are also governed by DBE processes. It was suggested that MPO tracking these requirements with projects with performance measures could be started. ODOT could provide an annual report as well. Nancy Kraushaar suggested that each agency and local jurisdiction name their requirements for meeting DBE, MBE and women owned businesses contracting process goals. The City of Portland also has its goals and requirements and supports these initiatives.
- Tyler Bullen addressed project 4, the I-5 Rose Quarter Improvement Project that adds \$5 million of local funds contributed from TriMet to support the PE phase of the project. Would more funding be given to the project, by TriMet or others, before the project is completed? The \$5 million comes per the approved ODOT-TriMet Intergovernmental Agreement Funding Contribution Agreement: 1-205, OR217, and Rose Quarter, approved on Feb. 6, 2018. TriMet, ODOT and Metro are not expected to add more to the PE phase of the project.

MOTION: To approve recommendation to JPACT for Resolution 18-4883 which includes the Six projects discussed, and the following additions to this motion:

- Revisions to presentation materials to include comments and clarification to JPACT on bonding processes for funds to projects
- Project 2 be named US30: Sandy River (Troutdale) Bridge in Exhibit A
- Add the years when funding is programmed for Projects 1 & 3 in Exhibit A
- Recommendation to report back to TPAC and JPACT on contracting results with projects for assurance on DVE and minority business distributions for contract bid awards, with transparency intent on final reports.

Moved: Nancy Kraushaar

Seconded: Karen Buehrig

ACTION: Motion passed unanimously

6. **Regional Travel Options (RTO) Strategy** Dan Kaempff provided an overview of the Regional Travel Options Strategy funding model. Responding to JPACT and Metro Council policy direction as defined through the 2019-21 Regional Flexible Funds Allocation decision, the Strategy aims to increase the number of partners throughout the region doing RTO work, and how the region should establish a regional Safe Routes to School (SRTS) program. The Strategy identifies new program goals and objectives, and includes a framework that guides how funding should be allocated in a manner which enables the region to better support partners' RTO work.

New RTO funding summary:

For grants which begin on July 1, 2019 or later, RTO funding will be allocated through the five following categories (All amounts are estimates):

1. Core Partner grants, for long-standing partners with fully developed RTO programs. This is ongoing funding, in exchange for partner's commitment continuing to meet performance standards. Annual amount: \$1,350,000
2. Emerging Partner grants are intended to be allocated to partners committed to expanding their RTO work to the Core Partner level. Annual amount: \$200,000
3. Marketing funds for creative work and production of materials needed for RTO partner work. Annual amount: \$100,000
4. Sponsorship funding, small grants intended to help with partner event production expenses or for small items to support outreach efforts. Annual amount: \$50,000
5. Infrastructure/Innovation grants are aimed at supporting partners' outreach work, installing supportive infrastructure needed to help people use active transportation modes, and to test new technology and other new methods of reaching people. Annual amount: \$300,000

The new regional Safe Routes to School (SRTS) program is intended to support existing and new efforts in the region's schools aimed at educating children walk, bike or roll safely to school. New funding (\$500,000 annually) was allocated by JPACT and Metro Council for this purpose. The regional SRTS program framework comprised as follows:

- Partner grants, direct funding to school districts, jurisdictions or non-profit partners. Annual amount: \$200-300,000.
- Regional program, with 1.0 FTE Metro staff capacity to coordinate, create shared materials and resources used in program delivery, program measurement and grant administration. Annual amount: \$150-200,000.

- Technical assistance, planning and technical support for safe routes infrastructure projects and assistance in delivering culturally specific training and materials in different languages. Annual amount: \$50-100,000.

Criteria and application materials will be developed during spring 2018 and a call for applications will be in Fall 2018.

Comments from the committee:

- Kelly Betteridge asked how these funds compared to past years. \$2.5 million has been the average in the past 2 years for core partner grants. Funds have increased for this due to new ways of streamlining the process to make more funding available.
- Karen Buehrig commented that if the desire to support emerging partners and make them core partners, with only \$200,000 for available funding, how would this be created. If we look back on past projects with funding levels, how would they have fallen into these categories now? With past cycles funding SRTS, these appeared to come from within RTO funds. Is this funding still available, or will all of the new SRTS funding come from new funding? Ms. Buehrig asked why the \$1.3 million was important for core partner funding if the emphasis was on growing emerging partners. The Core Partner funding amounts are based on historic levels, but more study to identify needs and balancing the amounts with overall program needs was planned before final Core partner amounts are set. Ms. Buehrig suggested that the core partners funding allocation be reduced for more flexibility with emerging partners growth. It was noted that some overlap with support of events is displayed between sponsorship and innovation. It was confirmed that mapping these projects was eligible in the marketing and outreach categories of RTO.
- Mark Lear commented that the City of Portland supported the funding methodology. He also indicated the city's position was that the current program funding level was still not enough for the amount of RTO work needed in the region and that higher levels of funding should be explored. Portland is putting their own funds into RTO and he encouraged local jurisdictions to do likewise. It was suggested that Metro staff look at different funding options to present this to policymakers and report results to TPAC.
- Chris Deffebach asked what the strategy was to encourage more emerging partners while providing stability with the core partners. How was this funding distribution decided? Would increases to funds be possible between the different categories? A discussion was held on marketing overall between categories. Mr. Kaempff explained that some marketing funding was specific to ODOT requirements and programs, with more regional marketing designed to develop materials for our partners. In comparing grant amounts and overall funding from past years, the proposal shows an increase to funding with partners with the purpose to build capacity in the region to deliver outreach programs.
- Joanna Valencia asked for clarification on the programs with the core partners that planned to continue. It was suggested that these programs be listed to show the long-term need. With a historical RTO grant match of 10.27%, there is now a 20% government grant match. Asking what benefit to programs this meant, Mr. Kaempff explained this reflected ongoing commitment to programs. Asked if additional criteria was planned for core and emerging partners with grants, there would be slightly more expected for reflecting the delivery and outcomes of programs. It was noted that governments faced challenges to engage schools with SRTS programs, and if Metro could produce the SRTS program. Were there two different staff roles in the proposal for staff (technical assistance and SRTS program)? Administrative support and program development support were defined. Explaining the need for ground level support with programs, the best decision from alternative choices was a FTE at Metro. This provides a resource for the full region with collaboration of partners.

- Katherine Kelly acknowledged the positive forward movement with the programs. Regarding the proposed FTE staff in schools, Ms. Kelly agreed having government staff in schools was challenging to establish relationships and program continuity. It was suggested more implementation specifics be detailed in the programs with action language. More definition of the cost benefits with each funding category is requested. It was suggested that annual reviews tied to performance measures, perhaps reported on in the UPWP, would help plan future program allocations.
- Tyler Bullen commented on the access to facilities with the programs, and having data based on needs, matching criteria, funding specific to reach outcomes that met the needs in the application.
- Maria Hernandez recommended increasing the role of youth resources and input with SRTS. Following an example from PBOT, incorporating a multimodal SRTS program that brings in more opportunities of SRTS travel modes is recommended.

7. 2018 RTP Draft Transit Strategy

Jamie Snook provided an overview of the draft Regional Transit Strategy (RTS), a collaborative effort to create a single coordinated transit vision and implementation strategy. The objectives of the RTS are to:

- Implement the 2040 Growth concept and Climate Smart Strategy
- Update RTP transit-related policies and performance measures
- Update the current Regional Transit Network Map and High Capacity Transit Map
- Update the Transit System Expansion Policy
- Recommend a coordinated strategy for future transit investments and identify potential partnerships, strategies and funding sources for implementation.

Staff and the Transit work group are continuing work with regional partners to refine the Regional Transit Strategy and Transit System Expansion Policy. Staff is seeking feedback by April 27, 2018 regarding the following issues:

- Updated transit policies
- Proposed changes to the 2009 High Capacity Transit (HCT) System Map and additions to Regional Transit Network Map
- Draft Regional Transit Strategy report

Comments from the committee:

- Todd Juhasz asked if there would be more information regarding transit benefit with the enhanced transit concept (ETC) projects looked at the workshops to inform RTP. Ms. Snook explained that interest from the local jurisdictions would identify what projects they are interested and we would look at the benefits in the next phase.
- Glenn Koehrsen gave appreciation to Ms. Snook for the inclusion of recognizing people with disabilities and seniors throughout the document.
- Karen Buehrig asked for clarification on the performance measures in the RTP project list mentioned in the report. Ms. Snook clarified that the performance measure analysis will be updated with the updates to the 2018 Regional Transportation Plan project list.
- Mark Lear asked if there was an opportunity to see the implementation chapter before the full draft plan comes out. Agencies would appreciate the opportunity to review what might be played out from strategies, rather than as a whole from the Strategy Plan. The Transit work group meets next on April 18, where the Implementation Chapter will be discussed. Following April 27 more will forthcoming.

- 8. 2018 RTP Draft Freight Strategy** Tim Collins provided an overview of the draft 2018 Regional Freight Strategy, including regional freight policies and proposed actions that address each of the policies, a revised Regional Freight Network Map, and Regional Freight Concept. The 2018 Regional Freight Strategy will replace the current Regional Freight Plan from 2010. The 2018 Regional Freight Strategy:
1. Defines updated regional freight vision and policies
 2. Incorporates recent research and findings on needs and issues
 3. Recommends strategies and actions to support freight
 4. Sets the stage for future investment, planning and partnerships
 5. Meeting Federal freight planning requirements

The Regional Freight Vision, Regional Freight Concept, updated to include freight intermodal connectors, and updated Regional Freight Network Map were reviewed. The Regional Freight Network Policies were provided, including the additional 7th regional freight safety policy recommended by Metro Council. Action plans are identified in each of the freight policies.

A map showing draft RTP projects supporting freight and goods movement (appendix A) was provided. Nearly \$6 billion in investment is proposed that supports freight and goods movement in the greater Portland region. Mr. Collins provided the schedule of next steps with a series of meetings for the draft Freight Strategy, and asked for feedback on the proposed strategies, policies, actions, maps and concepts.

Comments from the committee:

- Chris Deffebach asked for location in the document that recognized the significance in the freight network on I-5 where delay is strongest, and where action steps are planned. It was suggested to strengthen the language in the policies that address the bottleneck areas with prioritizing projects with capital funding targeted for these areas and more strategic improvements. It was suggested to include more technical data in the appendix.
- Jon Makler suggested the concept of freeway travel for long trips, with shorter travel routes on separate roads. This might be included in the freight design strategy. The value pricing study will be drafted by the end of June. This document could possibly be referred to in the development timeline that allows us to introduce the concept of congestion pricing. Referring to pages 82-83 of the Freight Strategy, Policy 2. Provide system management to increase freight network efficiency, we might look at this as a system to facilitate freight demand, and incorporate congestion pricing tied to increasing freight network efficiency. This policy can help lay the groundwork for the next RTP that advances value pricing to reduce congestion on freeways for more transit use, collating with freight congestion reduction with this investment. It was suggested that a near-term action address the findings of the value pricing feasibility study to be referenced and used as a strategy. The report is expected in June, and can be used as a placeholder in the Freight Strategic Plan.
- Mark Lear commented on the Portland Freight Advisory Committee working toward this same idea. It was encouraging that ODOT and Metro were looking at possible dedicated revenue funding for transit, including freight projects. Possible consideration of a constitutional amendment of state funds used for transit might be considered as a policy direction from Metro.
- Karen Buehrig suggested stronger highlighting of the I-5 bottleneck areas with stronger action language. Referring to the Regional Freight Network Map, box 5, it was suggested to extend to 172nd that includes high employment areas in Happy Valley. There is some confusion with portions of Sunrise Highway depicted as partly future roadway route and a roadway connector. It would be better to categorize this as only a roadway route through to 172nd.

- Glenn Koehrsen asked that we acknowledge the technology challenges with future freight plans in these strategies, and put in placeholders for these concepts
- Chris Deffebach asked when the deadline for comments on this strategy plan was; April 27.
- Tyler Bullen asked how the freight projects were organized in the appendix. What percentage of these projects are in the 2040 plan? Mr. Collins referred to the summary page of the appendix that provided the breakdown of freight investments, including roads and bridges that have multimodal projects listed. These have freight impacts on the region, but multimodal strategies as well.
- Maria Hernandez asked what the health impacts with environmental assessments were planned with the freight projects. There was concern that with future forecasts not known, environmental impacts with carbon and diesel emissions policies in the RTP were not shown with strategies and investments. Ms. Ellis reported that the Oregon Health Authority had evaluated projects in the first round projects for land and air quality, and would again in round two. They will be making recommendations on health impacts with financial investments at the system-wide level for both constrained and non-constrained project lists. Their study emphasizes the benefit of changing vehicle technology rather than focus on investment. It was asked what emission standards are being used for evaluation. Rather than compared to a set of standards, the emissions are being evaluated for estimated levels for different health issues from travel models. It was noted that these evaluations are valuable for current policymaking.

9. Adjourn

There being no further business, meeting was adjourned by Chair Kloster at 12:05 p.m.
Respectfully submitted



Marie Miller
TPAC Recorder

Attachments to the Public Record, TPAC meeting, April 6, 2018

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	4/6/18	4/6/18 TPAC Agenda	040618T-01
2	TPAC Work Program	3/27/2018	2018 TPAC Work Program	040618T-02
3	Memo	3/27/18	To: TPAC and Interested Parties From: Kim Ellis, RTP Project Manager RE: Updating the draft RTP Project List for Evaluation and Public Review	040618T-03
4	Meeting minutes draft from 3/9/2018	3/9/2018	TPAC Draft minutes from March 9, 2018	040618T-04
5	Resolution 18-4883	3/28/18	Resolution 18-4883 for the purpose of adding or amending existing projects to the 2018-21 MTIP involving six projects requiring programming additions, corrections, or cancellations impacting Metro, ODOT and TriMet	040618T-05
6	Exhibit A to Resolution 18-4883	3/28/18	Exhibit A to Resolution 18-4883	040618T-06
7	Memo/Staff Report	3/28/18	To: TPAC and Interested Parties From: Ken Lobeck, Funding Programs Lead RE: April 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4883	040618T-07
8	Attachment 1 to Resolution 18-4883	3/27/18	Attachment 1 to Resolution 18-4883, Location Maps and OTC Letters	040618T-08
9	Memo	3/30/18	To: TPAC and Interested Parties From: Dan Kaempff, Principal Transportation Planner RE: 2018 Regional Travel Options Strategy Funding Model	040618T-09
10	Memo	3/29/18	To: TPAC and Interested Parties From: Jamie Snook, Principal Planner RE: Draft Regional Transit Strategy, discussion draft	040618T-10
11	Document	4/2/2018	2018 Regional Transportation Plan: Regional Transit Strategy draft	040618T-11
12	Memo	3/30/18	To: TPAC and Interested Parties From: Tim Collins, Senior Transportation Planner RE: Regional Freight Strategy Update	040618T-12
13	Document	3/22/18	2018 Regional Transportation Plan: Regional Freight Strategy draft	040618T-13
14	Handout	N/A	Regional Freight Concept	040618T-14
15	Handout/Map	N/A	Regional Freight Network Map	040618T-15

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
16	Handout	3/23/18	TransPort Membership List	040618T-16
17	Handout	4/6/18	2021-24 Statewide Transportation Improvement Program ODOT Region 1: Scoping Candidates	040618T-17
18	Presentation	4/6/18	MTIP Formal Amendment	040618T-18
19	Presentation	4/6/18	Regional Travel Options Funding Allocation	040618T-19
20	Presentation	4/6/18	Regional Transit Strategy	040618T-20
21	Presentation	4/6/18	Regional Freight Strategy	040618T-21