



# Meeting minutes

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

Date/time: Friday, October 5, 2018 | 9:30 a.m. to 12 p.m.

Place: Metro Regional Center, Council chamber

---

## **Members Attending**

Tom Kloster, Chair  
Karen Buehrig  
Chris Deffebach  
Nancy Kraushaar  
Katherine Kelly  
Don Odermott  
Jeff Owen  
Phil Healy  
Tyler Bullen  
Glenn Koehrsen  
Maria Hernandez  
Emily Lai  
Beverly Drott

## **Affiliate**

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

## **Alternates Attending**

Jessica Berry  
Eric Hesse  
Todd Juhasz  
Kelly Betteridge  
Jon Makler

## **Affiliate**

Multnomah County  
City of Portland  
City of Beaverton and Cities of Washington County  
TriMet  
Oregon Department of Transportation

## **Members Excused**

Joanna Valencia  
Lynda David  
Mark Lear  
Mandy Putney  
Cory Ann Wind  
Carley Francis  
Rachael Tupica  
Alfred McQuarters

## **Affiliate**

Multnomah County  
SW Washington Regional Transportation Council  
City of Portland  
Oregon Department of Transportation  
Oregon Department of Environmental Quality  
Washington State Department of Transportation  
Federal Highway Administration  
Community Representative

## **Guests Attending**

Kari Schlosshauer  
Garet Prior  
Leah Robbins  
Sorin Garber

## **Affiliate**

Safe Routes to Schools National Partnership  
City of Tualatin  
SW Corridor Project Director, TriMet  
Citizen

### **Metro Staff Attending**

Malu Wilkinson, Investment Areas Manager	Kim Ellis, Principal Transportation Planner
Jamie Snook, Principal Transportation Planner	Ken Lobeck, Funding Programs Lead
Lake McTighe, Senior Transportation Planner	Eliot Rose, Senior Technology Planner
Eryn Kehe, Senior Public Affairs Specialist	Clifford Higgins, Communications Program Manager
Grace Cho, Associate Transportation Planner	Chris Ford, Principal Regional Planner
Tim Collins, Senior Transportation Planner	Pamela Blackhorse, Program Assistant III
Jeffrey Raker, Associate Regional Planner	Marie Miller, TPAC Recorder

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

Chairman Tom Kloster called the meeting to order at 9:30 a.m. A quorum was called and introductions were made.

## **2. Comments From the Chair and Committee Members**

- **Project Slips** (Ken Lobeck) Mr. Lobeck provided the 2018 to 2019 Phase Slips Summary. The final list of projects with phases slipped are:
  - Metro funded, transit and other funded projects. 28 projects were identified with a total of 32 phases needing to slip to 2019. The number of required project and phase slips were down from last year by over 40%.
  - ODOT funded projects. 24 projects were identified needing to slip with a total of 40 project phases requiring to be slipped into 2019.

For further information contact Ken Lobeck.

- **STIP Leverage Program Update** (Jon Makler) Mr. Makler provided photos from “Scoping Camp” at ODOT. The project scoped are about halfway through to date. A map was shown on project left to complete on this list. A message from Mandy Putney was given to agencies on their ARTS projects selected on the 150% list. Four projects from non-certified agencies are intended to receive a local fund swap. Notification to the 16 projects from ARTS certified agencies were provided as well.

Agencies now ranked with their projects need to refine cost estimates. They may receive help during the next two months, including completion to the project scoping. A couple of weeks in November have been set aside for final cleanup of projects, but it is expected to complete the scoping with cost estimates by Thanksgiving, Nov. 22.

- **TPAC Community Member Recruitment** (Marie Miller) Ms. Miller provided information on Metro’s Transportation Policy Alternatives Committee (TPAC) volunteer recruitment for community members. Three appointments are open for two-year terms starting in January 2019. Applications will be accepted until Oct. 23. Applications are available online. For more information please contact Ms. Miller.

In addition, two other committees are seeking volunteers for service. These are the Public Engagement Review Committee and Park & Nature Equity Advisory Committee. All information on these recruitments and applications can be found at [oregonmetro.gov/committeeopenings](http://oregonmetro.gov/committeeopenings)

- Jon Makler announced the open position of Associate Planner, Highway Division Region 1 with ODOT. In addition, Principal Planner Lidwien Rahman has given her retirement notice at ODOT, which takes effect Feb. 1. Ms. Rahman will continue to work on special projects beyond this date as part of retirement. ODOT is actively looking to fill these positions. Information is available on the ODOT careers webpages.

### 3. Public Communications on Agenda Items

Sorin Garber provided a status report on the resurrection of the Columbia River Crossing (CRC), followed from OR and WA legislative meetings. Washington State asked for an inventory of status reports and legislative tasks in the project in 2017. They asked to meet with Oregon legislators to review this data. The report was made with WA and meetings encouraged further, but Oregon declined to participate until recently. More discussions have since taken place.

Residential local jurisdictions in Clark County have asked to look at a replacement I-5 Bridge. With Washington legislators, they have proposed a multi-modal approach to the crossing, asked for budget considerations to establish an office for this purpose to the Governor's office, and bring discussions with Oregon to where we were prior at 2014. SW Washington is mostly in favor of another alignment, but has concerns with tolls and congestion. However, as more understanding on issues are discussed, there appears to be more approval on the proposal. TPAC will update this subject at future meetings.

### 4. Consideration of TPAC Minutes from September 7, 2018

**MOTION: To approve the minutes from September 7, 2018 as presented.**

Moved: Jon Makler

Seconded: Beverly Drott

**ACTION: Motion passed unanimously.**

### 5. MTIP Formal Amendment Resolution 18-4933

Ken Lobeck provided an overview of the October 2018 Formal MTIP Amendment and Request of Resolution 18-4933. This consists of five projects impacting ODOT, Portland, Tigard and Western Federal Lands Highway Division.

ODOT Key	Lead Agency	Project Name	Required Changes
Project #1 18021	Portland	East Portland Active Transportation to Transit	<b>COST INCREASE:</b> The amendment adds a \$1k of local funds in support of a needed Utility Relocation phase for the project and \$1.2 million of local funds supporting an increase to the construction phase from added ADA requirements
Project #2 23171	ODOT	<b>I-5 and I-205: Portland Metropolitan Value Pricing Program</b>	<b>ADD NEW PROJECT:</b> The amendment adds a planning study to analyze traffic, diversion and community benefits and impacts, concept refinement and stakeholder engagement for value pricing on I-5 and I-205. Note: OTC approval was received during their September 2018 meeting

Project #3 <b>19786</b>	ODOT	I-205: Stafford Rd - OR99E	<b>ADD FUNDING:</b> An additional \$17.1 million of approved funding is being added to the PE phase to complete required NEPA and final design activities. OTC approval was required and occurred during their September 2018 meeting
Project #4 <b>20488</b>	Tigard	North Dakota Street: Fanno Creek Bridge	<b>COST INCREASE:</b> A change in delivery approach to use external consultants increases the PE Phase. ADA requirements incorporated into the project increases the project cost as well. Finally, rail crossing requirements also had to be included. The impact increases the project cost estimate by \$908k which this amendment is addressing.
Project #5 <b>20784</b>	Western Federal Lands Highway Division	<b>Vision Around the Mountain Planning Study</b>	<b>ADD NEW PROJECT:</b> The formal amendment adds this regional planning study to determine coordination opportunities between various Transit Operations around Mt Hood, including the Mt. Hood Express, Columbia Gorge Express, and Mt. Hood Gorge Loop Transit

Added note: Two projects within the October 2018 bundle are using OTC approved “Redistribution” federal funds:

- Annual nationwide re-allocation of unobligated federal highway funds back to the states
- Applies to formula fund allocations to states
- Doesn’t apply to transit funds or discretionary grants
- States that can’t obligate their funds and reach their 100% obligation target can lose annual funding
- If a state reaches their 100% obligation target, then Redistribution becomes bonus funding for the state
- FHWA August 30, 2018 OA Limitation Redistribution Notice: Oregon Redistribution amount = \$52,187,679

Mr. Lobeck reported the MTIP Amendment met all required compliance and reviews. Upon approval of TPAC, recommendation to JPACT on Oct. 18, 2018 and Metro Council request to approve would follow, depending on schedules, Nov. 1, 2018. Staff recommends approval of Resolution 18-4933 to JPACT which includes five projects for ODOT, Portland, Tigard and Western Federal Lands Highway Division.

Comments from the committee:

- Emily Lai asked to the reasoning for additional funding to study value pricing. Why move forward on the study based on racial equity and diversion effects from those trying to defeat tolls on roads. For background, Jon Makler stated that in 2017 the Oregon legislature directed ODOT to direct funds to seek approval toward tolls on I-5 and I-205, as identified at that time. In 2018 feasibility assessments have taken place, with the next steps on how to implement strategies and answer concerns on transit choices affecting these decisions, how the approach in an equitable manner could be done, and how to price specific road resource capacity. The \$3 million planning study continues this work, with opportunities for further development.
- Nancy Kraushaar commented on the reminder that the Oregon legislature ordered this work by ODOT, with the first phase completed and available for on their website. The preliminary work shows much more to be done with the study, including how other parts of the country are

approaching this issue, how it would compare to plans in Portland and the region, and how we could stay competitive if other approaches were taken. There was no doubt there are huge concerns with matters of equity and diversion. But the amount of funding to continue the study, with public involvement, seems appropriate to the scope of work needed. Following questions on addressing how the study is spending this funding, it was suggested to have a future presentation at TPAC on the subject, with Judith Gray, ODOT Project Manager on Value Pricing and ODOTs Public Outreach Coordinator.

- Maria Hernandez suggested we show a breakdown in funding on the study, not only what comes from ODOT and Metro, but others such as the City of Portland and TriMet. It was important to reach the audiences with the right engagements that balance this investment.

**MOTION: To approve recommendation to JPACT Resolution 18-4933 which includes five projects for ODOT, Portland, Tigard and Western Federal Land Highway Division.**

Moved: Jon Makler

Seconded: Karen Buehrig

**ACTION: Motion passed unanimously.**

#### **6. SW Corridor Light Rail Preferred Alternative Resolution 18-4915**

Chris Ford and Eryn Kehe, Metro and Leah Robbins, TriMet introduced themselves. Mr. Ford provided an overview of the SW Corridor Light Rail Preferred Alternative project, with a background of originating the project from the 2040 growth concept plan, and working with numerous partner agencies and local jurisdictions. Maps were shown of existing transit plans that the project partners developed toward the SW Corridor route being proposed.

Population growth in the region, with more workplaces and jobs added, emphasized the need to plan for higher traffic and congestion expected on I-5 between Portland and Tigard; 13-17 hours of congestion a day by 2035. Using land use plans to connect places of commercial, mixed use, employment and high density residential areas, the steering committee considered over 60 alignment options. A federally required environmental review was taken that helped decision makers understand environmental consequences, to inform the public of potential impacts and find ways to avoid, minimize or mitigate adverse effects.

Eryn Kehe provided background on the public involvement through the project, including outreach, public engagement, and 24 meetings over the past 2 years with business, community members, neighborhood associations and agencies, and a mailing to over 11,000 addresses. A community advisory committee was formed representing a diverse population from Portland, Tigard, Tualatin and Washington County. After 14 monthly meetings that ended in June, the committee reached a consensus on the Light Rail Preferred Alternative, which they recommended to the Steering committee in August, 2018.

This Preferred Alternative would provide a number of benefits to the SW Corridor and the Portland region. These include:

- Providing a reliable, fast travel option between Bridgeport, Tigard, SW Portland and downtown Portland that will maintain its travel time even as the population grows by 70,000 in the corridor by 2035.
- Serving a projected 43,000 average weekday riders in 2035.
- Carrying 1 in 5 southbound commuters leaving downtown Portland in the PM peak in 2035.
- Connecting existing and future jobs and homes, along with Portland State University (PSU),

Oregon Health & Science University (OHSU), National University of Natural Medicine (NUNM) and Portland Community College-Sylvania (PCC).

- Providing a new transit “backbone” for the local bus system in southeastern Washington County, including new transit centers and park and rides to enable people to easily switch between travel modes.
- Creating a new pedestrian connection to the jobs, medical services and educational opportunities on Marquam Hill at OHSU, the Veterans Administration and Shriners hospitals.
- Creating an improved bike and pedestrian link to PCC Sylvania campus and a quick shuttle connection between the campus and MAX.
- Building a shared transitway in South Portland to allow buses from Hillsdale to bypass congestion to more quickly reach downtown Portland, and vice versa.
- Building continuous sidewalks and bike lanes where light rail would be located within an existing roadway, such as on SW Barbur Boulevard and SW 70th Avenue.
- Creating the required transportation infrastructure to support local and regional plans such as the Tigard Triangle Strategic Plan, Barbur Concept Plan and 2040 Growth Concept. These plans aim to accommodate continued population and job growth without a proportionate increase in traffic congestion by supporting transit-oriented development.

There was a large outreach during the comment period with over 1,000 comments received from the report. Letters were sent to 700 potentially impacted property owners, several methods offered for ways to comment, and language translations offered at meetings, learning how to provide public testimony given directly to the Steering committee. An emphasis on inclusive growth was desired with the project. This includes housing with our partners, and SW Equitable Development Strategy with housing, workforce development, and community investment and development. Early pilot projects are being undertaken now through late May 2019.

Leah Robbins with TriMet provided an overview of some of the project benefits. This project would address the lack of 55% of Barbur Blvd. with no continuous sidewalks, a challenge to residents in this area. There are about the same number of workers commuting between Portland and Tigard/Tualatin daily with a more effective high capacity line needed. Connections between regional town centers relate transit oriented development in the area.

The preferred alternative recommended by SW Corridor Steering Committee is based on purpose and need, public and agency input and meeting the FTA rating criteria. Several maps of the proposed route were shown in detail. Next steps in the process:

- 2019: Project Development (TriMet lead)
  - New Steering Committee and Community Advisory Committee
  - Public meetings & design workshops
  - Update/advance designs
  - Complete environmental review
- 2020: Regional funding measure
- 2022: Secure federal funds
- 2027: Light rail opening

Mr. Ford added this fall, local jurisdictions, including the cities of Portland, Tigard, Tualatin; TriMet, ODOT and Washington County will discuss support for the route recommended by the Steering

Committee and formalize support for next steps. Metro Council will vote to adopt the final route into the RTP. At this point, the Final Environmental Impact Statement and design phases can begin.

Comments from the committee:

- Maria Hernandez asked if other options with the alignment would be considered once adopted, if environmental or other issues affect decisions with the plan. Mr. Ford reported that it's possible other options could be considered, but TriMet would spend resources on this option first if adopted. Further details if things change would be taken into consideration.

Ms. Hernandez commented on the proposed narrow view of a .5 mile radius in the EIS with transit route. Considering long-term impacts on light rail in communities, and with environmental issues to further consider, this radius seems narrow in approach. Are there other transportation options? Mr. Ford reported that the FTA directs the study in the process, working with regulations and procedures. The FTA tends not to fund mitigation affects in projects, but studies different scopes in areas and evaluates noise and visualization issues. Beyond agencies, communities are engaged in conversations regarding indirect effects with impacts. Ms. Hernandez commented that encouragement on testimony and call for action from communities for service beyond the alignment chosen with consideration of connections between transit, multi-modal service, housing, equity and affordability be evaluated.

- Karen Buehrig confirmed this resolution was being presented to JPACT, planned for Oct. 18. Noting some jurisdictions listed in the resolution that have approved, were others planned to join those listed? Mr. Ford stated that others are expected to approve the resolution, listed as currently received by JPACT meeting date. Ms. Buehrig appreciated the work of the SW Equitable Development Strategy committee and looked forward to an update on their work that included the costs to creating these strategies and implementation. Mr. Ford added the work was supported with a Transit Oriented Development (TOD) grant in the amount of \$895,000 matched by Metro staff. Ms. Buehrig suggested that Metro/TriMet look at incorporating similar strategies in projects to help implement similar projects in different jurisdictions for future corridor planning and other projects.
- Tyler Bullen commented on the lack of imagination with the project, considering costs, abandoning the tunnel option in 2015, the route expected to be slower than driving by 2035, and just marginally faster than express bus lanes. If true, is \$2.64 billion the best way to use this money for transit? Perhaps increasing Bus Rapid Transit (BRT) lines be better? Mr. Ford reported that travel time on studies differ with distances. Light rail saving varies between different routes. The proposed 8% increase on ridership involves alternative transit throughout the entire system.

Addressing letting the tunnel idea no further considered, Ms. Robbins reported the study on this issue showed the costs would be prohibitive for the project. If BRT were used, it would take full capacity in 10 years, and take more decades to grow. The study with the tunnel showed clear opposition with location placement, location challenges and requests from the community to provide multiple options for Marquam Hill jobs/connections for transit.

- Nancy Kraushaar expressed her appreciation from staff and collaboration of partners on the project. It is exciting to see a new light rail project in the region. More High Capacity Transit



(HCT) is needed in the future. It was confirmed the City of Tigard approved the proposal on their ballot 2 years ago, and is expected to approve their recommendation to the resolution.

- Emily Lai would like to see the feedback from people of color involved in the SW Equitable Development Strategy committee, and their input with strategies, the organizations that contributed to the committee, and how their capacity to provide feedback was evaluated.
- Jon Makler appreciated the coordination with the project. These connections between crossroads to improve safety strategies for similar projects are helpful. ODOT is interested in the project and acknowledges the work for all involved.
- Chris Deffebach commented on appreciation of involvement with the project. The reliability and safety issues addressed in planning provided connection strategies for the whole region.

**MOTION: To approve recommendation to JPACT Resolution 18-4915 supporting the Southwest Corridor Steering Committee's Preferred Alternative proposed light rail project.**

Moved: Chris Deffebach

Seconded: Jon Makler

**ACTION: Motion passed unanimously.**

**7. Adoption of 2018 RTP and Strategies for Safety, Freight, Transit and Emerging Technology**

Kim Ellis provided an overview of the proposed recommendation to JPACT on adoption of the 2018 Regional Transportation Plan and strategies for transit, safety, and emerging technologies. To assist TPAC in finalizing its recommendation, staff prepared updated adoption materials, including a revised Exhibit C to Ordinance No. 18-1421 (Summary of Comments Received and Recommended Actions, dated 9/26/18). The revised Exhibit C reflects actions recommended by the Metro Technical Advisory Committee (MTAC) on Sept. 19, including:

- Updates to reflect minor changes discussed and agreed upon on Sept. 7 by Metro staff and TPAC.
- Updates recommended by MTAC on Sept. 19 following consideration on TPAC's Sept. 7 discussion items. MTAC acknowledged that TPAC would continue to study Exhibit C recommendations and MTAC's recommendations as part of finalizing its recommendations to JPACT.

Staff requests TPAC to use MTAC's recommendation as a starting point for finalizing TPAC's recommendation to JPACT and:

1. Identify other possible "discussion items" in Exhibit C
2. Approve the remaining items not identified for discussion as "consent items" for consideration by JPACT
3. Review and act on the "discussion items" individually
  - a. Integration of Green Infrastructure and Natural Resources
  - b. Updated Climate smart Strategy Findings
  - c. Other items, if any
4. Act on overall recommendation to JPACT on adoption of the 2018 RTP and strategies

Staff recommends that TPAC continue discussion of integration of green infrastructure and natural resource protection and related MTAC recommendations contained in Exhibit C (dated 9/26/18). A summary of TPAC's discussion and preliminary recommendations from the Sept. 7 and subsequent recommendations made by MTAC on Sept. 19 was provided in the memo.



Summarized in the memo from Ms. Ellis to TPAC, dated Sept. 28, 2018, TPAC discussion items received for approval for “consent items” include:

- Chapter 8 implementation next steps, clarifying how and when jurisdictions and other interested stakeholders will be engaged in scoping future work activities, particularly the regional mobility policy update, congestion pricing technical analysis, jurisdictional transfer assessment, corridor refinement planning and investment areas planning. This item was not discussed by MTAC; MTAC expressed support for the updated recommendation and approved them as part of a “consent items” package.
- Motor vehicle network policy #3, clarifying the policy applied to existing and new capacity and emphasizes actively managing and optimizing throughway capacity to support mobility for people and goods movement. This item was not discussed by MTAC. MTAC expressed support for the updated recommendation and approved it as part of a “consent items” package.
- Green corridors implementation requesting more information to better understand the problem this proposed future work activity would address. MTAC discussed this item, including how Green Corridors came to be part of the 2040 Growth Concept and the growth issues it was intended to address. MTAC identified land use and transportation implications. MTAC recommended that the item be retained in Chapter 8 of the RTP and to delegate Green Corridors to be looked at by MPAC and JPACT as part of the 2040 Refresh outlined in Metro’s Chief Operating Officer recommendation to the Metro Council on the 2018 Urban Growth Management Decision.
- Miscellaneous technical corrections/clarifications, focused on a number of clarifications related to how best to document the RTP pilot project evaluation, minor updates to RTP system map designations, citing regional data on health disparities and the addition of Basalt Creek Parkway to Chapter 8 project development activities. These items were not discussed by MTAC. MTAC expressed support for the updated recommendation and approved them as part of a “consent items” package.
- Linking the RTP and MTIP, focused on the importance of clearly linking the policy priorities of the 2018 RTP with the next Regional Flexible Fund Process and Metropolitan Transportation Improvement Program. Updated recommendations were attached separately in the packet. TPAC is requested to include the attached Chapter 8 changes in the Exhibit C recommendation for Comment #229, as part of finalizing the committee’s recommendation to JPACT. Metro, Federal Highway Administration and ODOT staff have jointly recommended these changes. Ordinance No. 18-1421 and Staff Report (dated Sept. 26, 2018) have also been updated to reflect these changes. This item was not considered by MTAC as the updated recommendations were not available for consideration on Sept. 19.

The RTP is a component of the Regional Framework Plan, which is a governing document for the greater Portland region that carries the force and effect of law. When the Metro Council adopts amendments to the RTP or other components of the Regional Framework Plan, it is adopting legislation that must be adopted by ordinance in order to create legally binding requirements on local governments in the region. The RTP will also be adopted as the federally-recognized metropolitan transportation plan for the region under federal law and the regional transportation system plan for the region under state law.

#### **ORDINANCE NO. 18-1421**

#### **Exhibit A – Public Review Draft 2018 Regional Transportation Plan and RTP Appendices**

This exhibit includes the draft 2018 Regional Transportation Plan and appendices, including the financially constrained project list. Amendments to the RTP document and appendices are documented in Exhibit C, but have not been incorporated in Exhibit A.

**Exhibit B – Regional Framework Plan Amendments.** This exhibit amends the existing Chapter 2 of the Regional Framework Plan with the new goals and objectives included in Chapter 2 of the 2018 Regional Transportation Plan.

**Exhibit C – Summary of Comments Received and Recommended Actions.** This exhibit documents substantive comments and recommended amendments to Exhibit A.

**Exhibit D – Findings of Fact and Conclusions of Law.** This exhibit is being developed by legal staff and includes legal findings that demonstrate consistency of the RTP with state and regional requirements.

### **Strategies for Safety, Freight, Transit and Emerging Technology**

The four strategies are primarily guidance documents that provide a vision, policies and recommendations for the region that support implementation of the RTP. Each strategy is being proposed for adoption by resolution because much of each strategy consists of recommendations that do not impose binding obligations on local governments. However, key elements from each of the strategies that will create binding obligations on local governments are being incorporated into the 2018 RTP, including: recommended freight and transit network concepts, system maps that define functional classifications for freight and transit, and policies for safety, freight, transit and emerging technology. Adoption of the individual strategies by resolution expresses the intent of the Metro Council to support and implement each of the strategies, and is appropriate for strategies that provide guidance and policy direction.

### **Resolution No. 18-4892 and Staff Report**

**Exhibit A – Public Review Draft 2018 Regional Transit Strategy.** This exhibit includes the public review draft 2018 Regional Transit Strategy.

**Exhibit B – Summary of Comments Received and Recommended Actions.** This exhibit documents substantive comments and recommended amendments to Exhibit A. *This exhibit will be finalized to reflect relevant recommendations in Exhibit C to Ordinance No. 18-1421.*

### **Resolution No. 18-4893 and Staff Report**

**Exhibit A – Public Review Draft 2018 Regional Freight Strategy.** This exhibit includes the public review draft 2018 Regional Freight Strategy.

**Exhibit B – Summary of Comments Received and Recommended Actions.** This exhibit documents substantive comments and recommended amendments to Exhibit A. *This exhibit will be finalized to reflect relevant recommendations in Exhibit C to Ordinance No. 18-1421.*

### **Resolution No. 18-4894 and Staff Report**

**Exhibit A – Public Review Draft 2018 Regional Transportation Safety Strategy.** This exhibit includes the public review draft 2018 Regional Transportation Safety Strategy.

**Exhibit B – Summary of Comments Received and Recommended Actions.** This exhibit documents substantive comments and recommended amendments to Exhibit A. *This exhibit will be finalized to reflect relevant recommendations in Exhibit C to Ordinance No. 18-1421.*

## Resolution No. 18-4869 and Staff Report

**Exhibit A – Public Review Draft 2018 Emerging Technology Strategy.** This exhibit includes the public review draft 2018 Emerging Technology Strategy.

**Exhibit B – Summary of Comments Received and Recommended Actions.** This exhibit documents substantive comments and recommended amendments to Exhibit A. *This exhibit will be finalized to reflect relevant recommendations in Exhibit C to Ordinance No. 18-1421.*

### Comments from the committee:

- Chris Deffebach asked if the final runs with modeling reflected current project lists. Ms. Ellis said there would be minor final clean ups but the results shouldn't change significantly. The final model updates will serve as the basis for future model planning, including TSPs and the regional mobility policy update.
- Jessica Berry notified the committee that she needed to leave the meeting at 11:30 a.m.
- Jon Makler asked if wordsmithing changes that would not create a new discussion item, how could we address this? Chairman Kloster suggested these could be motions to the consent package, which the committee agreed upon.
- Bev Drottar commended MTAC with an excellent job distilling the issues from the last TPAC meeting. Once correction in the memo from Ms. Ellis was noted: page 2, last paragraph, should read "MTAC did not support Options A or C" replacing B for C.
- Glenn Koehrsen asked where the final public comment report link was located in the material. Ms. Ellis provided the link in her memo on the last page, listed under 2018 RTP Final Public Comment Period Summary.
- Maria Hernandez asked for consideration adding a sentence to one of comments in Exhibit C to Ordinance No. 18-1421 as part of the motion for accepting by consensus. Ms. Hernandez suggested the following sentence be added to the end of the MTAC recommendation to comment #32 on page 12: "With recommendations from TriMet's PBOT Advisory Committee, some HB 2017 funds may provide opportunities to allocate to pilot programs discussed at limiting capital funding toward more operational funds." Jeff Owen encouraged the language maintain opportunities for funding. A further draft of this sentence will be given when recommended consensus items are considered.
- Jeff Owen provided a request for changes in Red Line Extension project description (memo handout at the meeting). The suggested changes are given with current language, then proposed new language:
  - **Current language:** Capital construction to enable extension of Red Line service to the Hillsboro Airport/Fair Complex Station and improve reliability of the entire MAX light rail system. Project includes double-tracking at Gateway Transit Center, double-tracking at Portland Airport, a new storage track at Ruby Junction, and purchase of eight new light rail vehicles.
  - **Proposed new language (changes in bold):** Capital construction to enable extension of **MAX** Red Line service to the Hillsboro Airport/Fair Complex Station and improve reliability of the entire MAX light rail system. Project includes double-tracking **and a new inbound Red Line station** at Gateway Transit Center, double-tracking at Portland Airport, **upgrades to signals and switches along the alignment, a new storage track at Ruby Junction, and purchase of eight** new light rail vehicles **to operate the extension, and new storage tracks at Ruby Junction to house the new vehicles.**

If accepted, this was a new TPAC comment added to Exhibit C. It would be added to the motion with consent items.

- Katherine Kelly asked for clarification on changing from a single storage track at Ruby Junction, to multiple storage tracks. Are there land use or financial implications, and how does it reflect in the RTP list? Mr. Owen said the intent was to make it more encompassing if expansion was planned, with only text description in Chapter 8 of the RTP clarification. Financial impacts would be considered when or if expansion is planned.
- Jon Makler asked to have additional wording to comment #225, page 79, in brown shading of Exhibit C, to read "Subsequent corridor refinement planning prioritization, and development of scopes of work..." The committee agreed to this addition to the consensus items.
- Maria Hernandez asked what the purpose of naming eight new light rail vehicles specifically was in the Red Line Extension Project. Mr. Owen remarked that the intent doing more project design work would leave it more open without having to amend the RTP. No financial impacts affect the RTP.
- Katherine Kelly questioned having the purchase of eight new light rail vehicles named specifically, suggesting needing a perimeter. Mr. Owen disagreed for reasons previously stated. Chairman Kloster asked this item be set aside from the consent items until further discussions could take place.
- Maria Hernandez commented on the limitations using MAX with the entire light rail system. Shuttles, buses and other connections with the system have been lost. She suggested deleting MAX from the line "Capital construction to enable service to the Hillsboro Airport/Fair Complex Station and improve reliability of the entire light rail system." Chairman Kloster asked Mr. Owen to wordsmith this for discussion later in the meeting.
- Don Odermott asked that on page 9 of Exhibit C, comment #26, a comma be added to the second MTAC recommendations, that would read "Mitigation refers to planning actions to avoid an impact altogether, to minimize the degree..." The committee agreed to this addition.
- Nancy Kraushaar asked if the issue previously discussed in Supplemental Appendices F, number 4 that read "projects identified in the RTP are subject to Federal and state regulations." Ms. Ellis responded this had been corrected to read "...are subject to a variety of Federal and state regulations." This will be checked to confirm.

**MOTION:** To approve recommendation to JPACT consent agenda items as friendly amendments in Exhibit C to Ordinance No. 18-1421, with the following additions, corrections or notations:

- Comment #225 that the word "prioritization" be added between words *planning* and *development* in the second paragraph, as agreed in discussion;
- Comment #32 that the last sentence be corrected to read "TriMet was just awarded additional Federal funds to purchase additional electric buses within the next five years. HB 2017 provides an opportunity to further invest in these vehicles as one funding alternative."
- Discussion item on Green Infrastructure be removed from this motion, to be considered separately
- Discussion item on Climate Smart be removed from this motion, to be considered separately

Moved: Jon Makler

Seconded: Jeff Owen

**ACTION:** Motion passed 13 votes yes to 1 abstention: Emily Lai.

Following discussion with language changes and edits to the Red Line Extension Description:

**MOTION:** To accept proposed new language to describe the Red Line Extension in the RTP as follows:

**“Capital construction to enable extension of Red Line service to the Hillsboro Airport/Fair Complex Station and improve reliability of the entire light rail system. Project includes double-tracking and a new inbound Red Line station at Gateway Transit Center, double-tracking at Portland Airport, upgrades to signals and switches along the alignment, purchase of additional light rail vehicles needed to operate the extension, and needed storage capacity at Ruby Junction to house the new vehicles.”**

Moved: Jeff Owen

Seconded: Katherine Kelly

**ACTION: Motion passed 13 votes yes to 1 abstention: Emily Lai.**

Discussion was held on TPAC discussion item #1: Integration of green infrastructure and natural resource protection. Since TPAC’s Sept. 7 discussion and MTAC’s Sept. 9 recommendations, staff identified three options for consideration. Option B, to support a modified version of 9/10/18 Metro staff recommendations includes the following:

1. Retain draft environmental objectives
2. Amend RTP glossary to add these terms green infrastructure, mitigation, practicable, resilience, extreme weather events, extreme events, preparedness and adaption.
3. Defer incorporating specific design policies until the next RTP
4. Move table describing “Potential Mitigation Strategies by Resource Area” and explanatory text to Appendix F.
5. Amend Section 3.3.4 to add table describing how green infrastructure can help achieve RTP goals.

MTAC recommended Option B with more detailed by Ms. Ellis in the presentation.

Comments from the committee:

- Beverly Drottar endorsed the recommendations from MTAC with Option B, with minor language changes that were included in further discussions. To clarify where New Table: Examples of How Green Infrastructure Can Help Achieve RTP Goals, Ms. Ellis stated this would be included in Chapter 3 of the plan, 3.4.
- Karen Buehrig suggested the following edit to New Table: Examples of How Green Infrastructure Can Help Achieve RTP Goals, on page 4 of the memo, under *Fiscal Stewardship*, to read: “Protecting the environment and natural resources today can save money.” This eliminated the remainder of the sentence as unnecessary.
- Ms. Buehrig commented on the additional language to MPAC’s recommendation to the Metro Council, “For the RTP and other planning efforts to adequately consider potential environmental impacts of transportation projects, more timely review of Title 3 and Title 13 resource inventories and related implementation and monitoring programs is necessary. MPAC requests that Metro prioritize this work in the future.” The committee clarified this recommendation to the Metro Council, from MTAC to MPAC, did not change anything in the RTP. Ms. Ellis will make that clarification in her documents.

**MOTION: For TPAC to recommend approval to JPACT Option B recommendations as presented, supporting a modified version of 9/10/18 Metro staff recommendations on green infrastructure and natural resources protection, with one amended correction:**

- **On New Table: Examples of How Green Infrastructure Can Help Achieve RTP Goals, listed on page 4 of the memo, under RTP Goal Fiscal Stewardship, to read “Protecting the environment and natural resources today can save money for the future.” The remaining sentence is deleted.**

Moved: Karen Buehrig

Seconded: Chris Deffebach

**ACTION: Motion passed 12 votes yes to 1 abstention: Emily Lai.**

Kim Ellis briefly reviewed Climate Smart Strategy findings staff updated in Appendix J and Chapter 7, reflected from recommendations. Ms. Ellis requested a motion to approve the revised Climate Smart Strategy findings, as well as recommend adoption of Ordinance No. 18-1421, Resolution No. 18-4892, Resolution No. 4893, and Resolution No. 4894 and Resolution No. 18-4869, as amended by Exhibit C as recommended by TPAC.

**MOTION: To approve and recommend to JPACT**

- **Climate Smart Strategy Implementation and technical findings updated in Appendix J and Chapter 7**
- **Recommended adoption of Ordinance No. 18-1421**
- **Recommended adoption of Resolution No. 18-4892**
- **Recommended adoption of Resolution No. 18-4893**
- **Recommended adoption of Resolution No. 18-4894**
- **Recommended adoption of Resolution No. 18-4869**
- **As amended by Exhibit C as recommended by TPAC**

Moved: Katherine Kelly

Seconded: Beverly Drottar

**ACTION: Motion passed 11 votes yes to 1 abstention: Emily Lai.**

***Additional discussion from previous agenda items***

**MTIP Formal Amendment Resolution 18-4933, Project #2, I-5 and I-205 Portland Metropolitan Value Pricing Program.** Per Staff Report:

Project Description: Planning study to analyze traffic, diversion and community benefits and impacts, concept refinement and stakeholder engagement for value pricing on I-5 and I-205. Approval of \$3,000,000 for the planning phase of the Portland Metropolitan Value Pricing Program will support analysis of traffic, diversion and community benefits and impacts, concept refinement and stakeholder engagement in preparation for the National Environmental Policy Act process.

In order to develop a proposal to FHWA, the Oregon Department of Transportation (ODOT) will conduct a feasibility analysis to determine where value pricing may be successfully applied on these corridors and what the impacts of each option will be. Throughout this process, ODOT will work with local government officials and stakeholders and seek public input so that the voice of all those who may be affected can be heard.

Emily Lai asked consideration of the following be added to requirements in the study:

1. Have a racial justice plan and committee led by people of color.
2. Report on the percent of people of color and low income involved in every aspect of the study and their feedback.

Chairman Kloster recommended these considerations be conveyed to ODOT in the study as a TPAC agreement, with all discussion by TPAC on the issue conveyed to JPACT through these minutes.

**SW Corridor Light Rail Preferred Alternative Resolution 18-4915**

Per Southwest Corridor Equitable Development Strategy Update:

A Project Oversight Committee, made up of various public/private/non-profit partners from the Southwest Corridor provides advice to Metro and project partner staff. This committee advises staff on implementing the work and allocating resources to future Pilot Projects. The Project Oversight Committee has finalized a set of Equitable Development Principles (see below) to guide future work on a SW Corridor Equitable Development Strategy. The Principles were utilized in selecting a set of early implementation pilot projects and they will be refined to define and filter the actions included in the Strategy.

The Project Oversight Committee has identified a list of 40 actions drawn from priorities documented for inclusion among engaged community-based organizations and SWEDS advisory groups dedicated to equity and housing and business and workforce stabilization. Metro is working with its partners to build out a long-term Equitable Development Strategy by prioritizing the actions based on their positive impact to equitable outcomes, while considering the difficulty in their implementation. The Oversight Committee will continue to evaluate how to organize and advance these actions as they move forward with finalizing a draft strategy for the corridor.

Emily Lai asked consideration of the following be added to requirements of reporting:

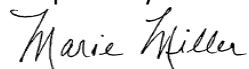
1. Percent of people of color involved in the SWEDS Committee
2. Feedback from people of color on the committee
3. Percent of organizations led by people of color funded for SWEDS projects
4. The feedback from these organizations led by people of color about SWEDS projects
5. Fundraising strategy to raise long-term funds to support the long-term leadership and needs of impacted communities of color.

Chairman Kloster recommended these considerations be conveyed to the SWEDS committee for consideration, and included in these minutes.

## **8. Adjourn**

There being no further business, meeting was adjourned by Chair Kloster at 12:20 p.m.

Respectfully submitted,



Marie Miller  
TPAC Recorder



Attachments to the Public Record, TPAC meeting, October 5, 2018

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	10/5/2018	10/5/2018 TPAC Agenda	100518T-01
2	TPAC Work Program	9/26/2018	2018 TPAC Work Program	100518T-02
3	Memo	9/24/2018	Memo from Marie Miller, TPAC Recorder RE: TPAC community member recruitment and appointments for new terms on committee	100518T-03
4	Meeting Minutes	9/7/2018	Draft Meeting Minutes from TPAC, Sept. 7, 2018	100518T-04
5	Resolution 18-4933	10/5/2018	Resolution 18-4933: For the purpose of adding or amending existing projects to the 2018-21 MTIP involving five projects impacting Portland, ODOT, Tigard, and Western Federal Lands Highway Division	100518T-05
6	Exhibit A to Resolution 18-4933	10/5/2018	Exhibit A to Resolution 18-4933; 2018-2021 MTIP	100518T-06
7	Memo: Staff Report to Resolution 18-4933	9/27/2018	TO: TPAC and Interested parties From: Ken Lobeck, Funding Programs Lead RE: October 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4933	100518T-07
8	Attachment 1 to Resolution 18-4933	9/27/2018	Attachment 1 to the October 2018 MTIP Formal Amendment Staff Report – Project Location Maps	100518T-08
9	Attachment 2 to Resolution 18-4933	9/24/2018	Attachment 2 to the October 2018 MTIP Formal Amendment Staff Report – FHWA Program Obligation Limitation – Redistribution of fiscal year 2018 obligation limitations	100518T-09
10	Report	N/A	Southwest Corridor Light Rail Project Steering Committee Preferred Alternative Report	100518T-10
11	Fall 2018 Newsletter	Fall 2018	SW Corridor Light Rail Project: What's next for light rail?	100518T-11
12	Handout	N/A	Southwest Corridor Equitable Development Strategy	100518T-12
13	Summary Report	August 6, 2018	Summary of Public Input on Route Selection for Southwest Corridor Light Rail	100518T-13
14	Memo	9/28/2018	TO: TPAC and Interested Parties From: Kim Ellis, RTP Project Manager RE: Adoption of the 2018 Regional Transportation Plan and Strategies for Transit, Freight, Safety and Emerging Technology	100518T-14

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
15	Ordinance No. 18-1421	9/26/2018	Ordinance No. 18-1421 for the purpose of amending the 2014 Regional Transportation Plan to comply with Federal and State law and amending the regional framework plan	100518T-15
16	Exhibit A to Ordinance No. 18-1421	6/29/2018	Exhibit A to Ordinance No. 18-1421: Supplement to Exhibit A	100518T-16
17	Exhibit B to Ordinance No. 18-1421	9/10/2018	Exhibit B to Ordinance No. 18-1421: Chapter 2 Regional Framework Plan	100518T-17
18	Draft Exhibit C to Ordinance No. 18-1421	9/26/2018	Draft Exhibit C to Ordinance No. 18-1421: 2018 Regional Transportation Plan (RTP), Appendices and Strategies, Summary of Comments Received and Recommended Actions	100518T-18
19	Resolution No. 18-4892	9/26/2018	Resolution No. 18-4892 for the purpose of adopting the 2018 Regional Transit Strategy and Replacing the 2009 Regional High Capacity Transit System Plan	100518T-19
20	Resolution No. 18-4893	9/26/2018	Resolution No. 18-4893 for the purpose of adopting the 2018 Regional Freight Strategy and replacing the 2010 Regional Freight Plan	100518T-20
21	Resolution No. 18-4894	9/26/2018	Resolution No. 18-4894 for the purpose of adopting the 2018 Regional Transportation Safety Strategy	100518T-21
22	Resolution No. 18-4869	9/26/2018	Resolution No. 18-4869 for the purpose of adopting the 2018 Emerging Technology Strategy	100518T-22
23	Handout	9/12/2018	Green corridors implementation	100518T-23
24	Handout	9/26/2018	Comment #229 – Revised Exhibit C Recommendation for TPAC Consideration	100518T-24
25	Handout	9/26/2018	Revised Draft Appendix J: 2018 Regional Transportation Plan Climate Smart Strategy Implementation and Monitoring	100518T-25
26	Handout	9/28/2018	Revised Appendix F: 2018 Regional Transportation Plan Environmental Analysis and Potential Mitigation Strategies	100518T-26
27	Memo	10/1/2018	TO: TPAC and Interested Parties From: ken Lobeck, Funding Programs Lead RE: 2018 to 2019 Project Phase Slips Summary	100518T-27
28	Resolution No. 18-4915	N/A	Resolution No. 18-4915 for the purpose of approving the Southwest Corridor Light Rail Preferred Alternative	100518T-28
29	Memo	October 5, 2018	TO: Transportation Policy Alternatives Committee From: TriMet RE: Requested Changes in Red Line Extension Project Description	100518T-29
30	Presentation	October 5, 2018	October 2018 Formal MTIP Amendment & Approval Request of Resolution 18-4933	100518T-30

<b>Item</b>	<b>DOCUMENT TYPE</b>	<b>DOCUMENT DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
31	Presentation	October 5, 2018	SW Corridor Light Rail Preferred Alternative	100518T-31
32	Presentation	October 5, 2018	Adoption of the 2018 Regional Transportation Plan and Strategies	100518T-32