



Meeting minutes

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

Date/time: Friday, June 5, 2020 | 9:30 a.m. to 12 noon

Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Karen Buehrig
Jessica Berry
Chris Deffebach
Lynda David
Eric Hesse
Dayna Webb
Katherine Kelly
Don Odermott
Jeff Owen
Laurie Lebowsky
Lewis Lem
Tyler Bullen
Glenn Koehrsen
Jessica Stetson
Gladys Alvarado
Idris Ibrahim
Taren Evans
Yousif Ibrahim
Wilson Munoz
Jennifer Campos

Affiliate

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

Alternates Attending

Bob Hart
Jaimie Huff
Garet Prior
Glen Bolen
Karen Williams
Tom Bouillion

Affiliate

SW Washington Regional Transportation Council
City of Happy Valley and Cities of Clackamas County
City of Tualatin and Cities of Washington County
Oregon Department of Transportation
Oregon Department of Environmental Quality
Port of Portland

Members Excused

Mandy Putney
Cory Ann Wind
Donovan Smith
Rachael Tupica
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Cullen Stephenson

Affiliate

Oregon Department of Transportation
Oregon Department of Environmental Quality
Community Representative
Federal Highway Administration (FHWA)
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Kari Schlosshauer
Jean Senechal Biggs
Austin Barnes
Will Farley
Charlie Clark
Chris Smith
Paul Edger
Emily Benoit
Cole Bales
Janet Bebb
Josh Channell
Brie Hensold
Sharon Kelly
Phone caller: 503-388-0219

Affiliate

Safe Routes to Schools National Partnerships
City of Beaverton
Marion County
City of Lake Oswego

Metro Staff Attending

Ken Lobeck, Funding Programs Lead
Grace Cho, Senior Transportation Planner
John Mermin, Senior Transportation Planner
Matt Bihn, Principal Transportation Planner
Molly Cooney-Mesker, Sr. Public Affairs Spec.
Pamela Blackhorse, Program Assistant III
Marie Miller, TPAC Recorder

Ted Leybold, Planning & Development Resource Mgr.
Eliot Rose, Senior Tech & Transportation Planner
Kim Ellis, Principal Transportation Planner
Aaron Breakstone, Manager II Research Center
Matthew Hampton, Senior Transportation Planner
Jodie Kotrlik, Program Coordinator II

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 of members and alternate members present was declared. Guests, public members and staff were noted as attending.

2. Comments From the Chair and Committee Members

- **Meeting online logistics reminder** (Chairman Kloster)
Chairman Kloster reviewed the online logistics for the meeting using the Zoom platform. Some of the features reviewed were mute/unmute, hands raised for voting, and the chat area. Members were reminded that the chat area is not part of meeting records so motions are not accepted by this method. It was also noted that participant names when entering the meeting can be edited to reflect full names on screen.
- **COVID-19 updates and information from Metro and Region** (Chairman Kloster and all)
Metro is participating in the Federal Work Share program that allows for worker payments of reduced work hours during June-July this year when Metro takes 20% reduced schedules. Contacting staff may take a bit longer on certain days but enquiries will be responded to. The Oregon Zoo is beginning its reopening strategy with safety in mind for the public.

Jeff Owen noted that TriMet was still trying to be responsive to the community needs for transit in the region as adjustments to service is made when marches and demonstrations are taking place. Service procedures, policies and updates can always be found on their website post: [TriMet.org/health](https://www.trimet.org/health)

Glen Bolen noted that the Oregon Department of Motor Vehicles (DMV) is now partially open and now taking appointments. Patience is needed as the demand is strong. Oregon is the only West Coast Department of Transportation doing construction at this time helping keep the economy going and infrastructure in place.

Tom Bouillon noted that the Port of Portland reported air traffic was down just 86%, after the previous reporting of 95% down. Health and safety protocols are in place with face coverings required in the terminal and on airlines. Air cargo is up 10% with critical medical and commerce supplies adding to the increased volume. To take advantage of reduced numbers of travelers at the airport, the Port is expediting construction site improvements.

Jeff Owen noted news of the INVEST Act. Referring to a memo to Metro Council on June 8: *The Investing in a New Vision for the Environment and Surface Transportation (INVEST) Act was introduced last week by Chairman DeFazio of the Transportation and Infrastructure Committee on the House side. This bill is a significant step forward in terms of better aligning federal policy with many of the region's policies around safety and climate change. It articulates a vision for a federal transportation system that ties increased funding to 21st century outcomes, including improved maintenance, climate change, safety, and accessibility. It includes significantly increased funding for all modes, but particularly for bus and bus operations. The legislation also recognizes the reality of funding transportation in the modern era: authorizing new VMT pilots and recognizing the multimodal nature of transportation projects by allowing transit to access Highway Trust Fund monies.*

- **Monthly Metropolitan Transportation Improvement Program (MTIP) Amendments Update** (Ken Lobeck) Chairman Kloster noted information on the Monthly Metropolitan Transportation Improvement Program (MTIP) Amendments update in the packet. For any questions on this report contact Mr. Lobeck.
- **Fatal Crashes Update** (Lake McTighe) Chairman Kloster provided the report from Ms. McTighe. For the month of May there were 5 fatal vehicle crashes in the region. It was noted no cyclists or pedestrians were involved in crashes recently, but speed appears to be increasing on roads with subsequent crash results.

Jess Stetson noted through her contacts with the City of Milwaukie and Clackamas County more aggressive motor vehicle speeds are making it less safe for cyclist and pedestrians in rural areas as well in urban areas of the region.

Glen Bolen reported on a news update just seen on a pedestrian killed the night before. From the Oregonian: *A pedestrian was killed in a hit and run crash late Thursday in Portland's Hillsdale neighborhood, police say. Portland police said the driver didn't stop after hitting the pedestrian in the area of South Barbur Boulevard and Southwest Capitol Hill Road. The pedestrian died at the scene. Police said the incident was the city's 18th fatal crash of 2020.*

Karen Buehrig noted that it was possible the crash on Highway 99E in Clackamas County may be pedestrian killed related with the crash. Further investigation on this can be done. Statistics can show travel behavior and changing trends as traffic increases.

- **Executive Order 20-04 (Climate Change) – Draft Multi-Agency Statewide Transportation Strategy (STS) Implementation Work Plan (2020-2022) comment period** (Glen Bolen, ODOT/ Karen Williams, DEQ) Glen Bolen reported on the Governor’s Executive Order 20-04 that directed the Oregon Department of Transportation, Department of Land Conservation and Development, Department of Environmental Quality, and Department of Energy to collaborate and identify specific actions to help the state get back on track with the Strategy’s vision, which began in 2013 with Oregon’s Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction that outlined ways to fight climate change by reducing transportation-related greenhouse gas emissions in the state.

The flyer in the packet “Every Mile Counts” contains more information, including how the public can be involved. Details are available in the Work Plan and on the project’s web page: <https://www.oregon.gov/odot/Programs/Pages/Every-Mile-Counts.aspx>

Eric Hesse appreciated the efforts from all the agencies on the number of activities regarding transportation climate smart plans and reduced greenhouse gas emissions. As noted in the flyer, This Work Plan does not replace but rather complements existing agency efforts to reduce greenhouse gas emissions. State transportation rulemaking planning, updates to state highways plans, and coordination with Regional Mobility Policy updates are working together, making further discussions in the future ideal with this combined coordination.

- **Regional Mobility Policy Update: Seeking examples of how current policy has been applied in the region** (Kim Ellis) Chairman Kloster noted the memo in the packet from Ms. Ellis on the Regional Mobility Policy Update. Metro and ODOT staff are looking for “on-the-ground” examples of applications of the current volume/capacity measure and targets/standards for these four categories: (1) transportation system plan (TSPs), (2) plan amendments (legislative and quasi-judicial), (3) local development proposals that went through the development review process (with a transportation impact analysis) and (4) project design. Jurisdictions are asked to forward their case studies and examples to Ms. Ellis.
- Chairman Kloster and Vice Chair Leybold addressed the issue of printed documents, which the committee normally receives in hard copy form for major reports. Because of the current COVID-19 situation being out of the building and away from normal printing arrangements, these have been put on hold as Metro works on making hard copies of documents available. If specific documents are requested we will do our best to get printing done in a timely manner.

3. Public Communications on Agenda Items - none

4. Consideration of TPAC Minutes from May 1, 2020

Karen Williams asked the wording on page 3 be changed from *while winter fuels carry more ozone releases, the winter fuel in storage being used before switching to summer gasoline is offset by lower traffic on roads now* to While winter fuels carry more volatile organic releases leading potentially to more ozone formation, the winter fuel in storage being used before switching to summer gasoline is offset by lower traffic on roads now.

MOTION: To approve the minutes from May 1, 2020 with above correction.

Moved: Laurie Lebowsky

Seconded: Glen Bolen

ACTION: Motion passed with one abstention; Jessica Berry.

5. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5112 (Ken Lobeck) Mr. Lobeck presented the June 2020 MTIP Formal Amendment Resolution 20-5112 with following project summary:

Project #1 Clackamas County Regional Freight ITS Project

Improves the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.

CANCEL PHASE:

The formal amendment shifts \$103,730 total of construction phase funding to PE to address a PE phase funding shortfall. The scheduled summer construction phase has been delayed. The remaining construction phase funding is canceled in the 2018 MTIP and will be added to the 2021 MTIP.

Project #2 **New Project** ODOT Portland Metro Area & Hood River Curb Ramp Scoping

Scoping level estimates of all ADA curb ramps to determine concept fixes and issues to help guide selection and design for future projects.

ADD NEW PROJECT

The formal amendment adds the new project development ADA curb ramp scoping project to the 2018 MTIP. It is being added now to enable the federal funds to be obligated before the end of FY 2020.

Project #3 ODOT US26: OR217 - Cornell Rd

Repave mainline of roadway to improve pavement condition and extend service life.

COMBINED PROJECT

The ROW and construction phase funding is deprogrammed and combined into Key 20299, US26: Sylvan - OR217. Both projects are paving projects and both will now be combined together and obligate their construction funding before the end of FY 2020.

Project #4 ODOT **US26: SYLVAN - OR217 US26: Cornell Rd - Sylvan**

On US26 near Beaverton from Sylvan (e/o US26/OR8/SW Canyon Rd IC) west to OR217, rehab/repave mainline of roadway to improve pavement condition and extend service life. (HB2017 awarded project, \$624,212 original award)

Repave roadway and ramps to improve pavement condition, extend service life and maintain safety standards. Apply high friction surface pavement treatment (HFST) on OR217 at US26 westbound ramp curved section to help drivers maintain control of vehicles in wet conditions. Bridge maintenance on the structure over OR217 to prevent deterioration (Combined with Key 20300)

COMBINED PROJECT

The ROW and construction phase funding from Key 20300 is combined into Key 20299. Both projects are combined together. Limits are adjusted as a result, but the scope remains a rehab/repaving project. The Construction phase obligation is now scheduled to occur before the end of FY 2020.

Project #5 ODOT **Region 1: Bridge Screening and Rail Retrofit**

Bridge rail retrofit bridge #08996, 09007, 13523, 09569 and 09623. Protective screening on bridge #05054, 06767A, 08194, 08996, 09007, 13523, 09569, 09623, 13492, 02163A, 09000, 13514L and 09722

Update the rails or edges of bridges and screening, which will prevent items and vehicles from falling off the bridges on multiple bridges in the Portland Metro Region

SCOPE CHANGE

The amendment updates the PE and construction phase costs, plus adds a Utility Relocation phase. Three previous identified bridges that were part of the approved scope of work have been removed from the updated scope of work. A minor cost increase of 8% results from the changes.

Project #6 ODOT I-5 Over NE Hassalo St and NE Holiday St (BR#08583) On I-5 over NE Hassalo St and SE Holladay St (BR#08583), replace the current structural overlay (HB2017 Awarded Project, \$5,000,000 Original Award)

COMBINE PHASE:

The formal amendment transfers the PE phase funding over to that Rose Quarter Improvement project in Key 19701. Eventually the entire project (Key 21219) will be combined into Key 19701 when the construction phase is added to the I-5 Rose Quarter Improvement Project. Key 21219 is reduced by \$1 million dollars which equals a 20% cost change to the project.

Project #7 ODOT I-5 Rose Quarter Improvement Project On I-5 between I-84 and I-405, Planning, project development, and right of way efforts of the Broadway-Weidler facility plan and the N/NE Quadrant which identified transportation investments that would result in improved safety and operations as well as supporting economic growth. Proposed multi-modal improvements include: ramp-to-ramp (auxiliary) lanes, highway shoulders, highway covers, new overcrossing, I-5 southbound ramp relocation, new bike and pedestrian crossing, and improved bike and pedestrian facilities

COMBINED PROJECT

The formal amendment combines into the PE phase the \$1 million transferred from Key 21219. The \$1 million is added to the PE phase. The PE phase increases to \$72,391,997. Conversion fund type codes are added to the PE phase to replace some of the Advance Construction placeholder funding. Remaining funds from Key 21219 will be added to the construction phase when the full construction phase is programmed during FY 2021.

Comments from the committee:

- Jeff Owen noted a typo on page 34 in the packet that should replace *PEA* with PE.
- Karen Williams asked for clarification on project #6 of the MTIP Formal Amendment 20-5112. Mr. Lobeck described the feasibility to cost savings by combining the PE phases of the projects.

MOTION: TPAC to approve recommendation for the 7 projects to JPACT for Resolution 20-5112 under MTIP Amendment JN20-13-JUN.

Moved: Jeff Owen

Seconded: Tom Bouillon

ACTION: Motion passed with one abstention; Yousif Ibrahim.

6. 2021-2024 Metropolitan Transportation Improvement Program (MTIP) – Adoption Draft 20-5110

(Grace Cho) Ms. Cho provided TPAC with an overview of the 2021-2024 MTIP adoption draft, summarized the comments and responses received during public comment, and reviewed the response to the TPAC feedback received on the performance assessment results for the 2021-2024 MTIP. The allocation and decision processes for determining which transportation projects and programs are expected to receive funds were completed at the beginning of 2020. The 2021-2024 MTIP adoption draft is a reflection of the outcomes of those allocation and decision processes.

In total, the 2021-2024 MTIP public review draft received 210 public comments. Key takeaways:

- Over 50% response – more and faster work needed to address all four regional priorities
- Most work needed – address climate change
 - Connected climate and traffic congestion
- Closely behind – address equity
 - More and different type of investments; not enough
- Lots of suggested solutions to advance priorities

Following the technical corrections public comment period on seven significant projects, which ends June 29, the request to approve and adopt the 2021-2024 MTIP will be presented to JPACT and Metro Council. Following this it will be submitted for inclusion in the 2021-24 STIP and federal submission.

Comments from the committee:

- Glenn Koehrsen noted the concern for equity with seniors and those disabled which may have been ignored during the recent months with the “stay at home” message. The mental health of seniors is an important issue with social isolation when not receiving transportation support. It was advised to remember the need for transportation options with this demographic in both the urban and rural areas of our region.
- Chris Deffebach asked for clarification on the projects listed in the MTIP. Were the projects only Federal or local funding to make the Federal match? Were any projects not included because of operational dollars of local projects? Ms. Cho reported the MTIP lists Federal transportation projects, but in certain cases local projects being added with Federal funds or in the Regional System, these would be included in the MTIP. Asked about geographical breakdowns by zip codes in the survey, it was reported participants can be demonstrated by percentages in counties.
- Karen Williams complimented Ms. Cho and Metro staff on the work with the public comment periods and analysis. Of the three projects in the performance analysis that were not included in the MTIP, would these be expected to come forward as MTIP amendments later? Ms. Cho reported that two of the three projects would likely be brought forward as amendments. The

first is the MAX line extension later this fall once the required project funding has been identified. The second project is the construction phase of the I-5/Rose Quarter project. The third project was not included in the MTIP due to funds already dispersed on the project.

- Karen Buehrig gave appreciation for the impressive work done on the MTIP by Ms. Cho and Metro staff. The printed version of the document is looked forward to. Part of the lessons learned throughout this process was having enough time at the beginning to understand and develop for policy work on projects. Solid improvements with the RFFA process were noted, including collection and listening to public comments with responses to partners. Clackamas County investment projects were mentioned in the MTIP were acknowledged.

It was noted that during the recent demonstrations and highlight of racial systematic issues in our culture, the leadership of TPAC members and Metro staff to bring these issues forward with conversations has led to deeper discussions in Clackamas County. A study on racial inequity issues in collaboration with the Coalition of the Communities of Color has begun in the County, and the County Board approved an Office of Equity. Clackamas County looks forward to more discussions with TPAC and thanks the members for their input.

- Eric Hesse added appreciation to Ms. Cho and Metro staff for the work presented on the MTIP data. It appeared the right focal areas are identified from the public comments which will be challenging as they are implemented. With possible greater funding for transportation planning and improvements even more flexibility and partnerships with lessons learned in this process can give the region greater capability for our region. The City of Portland looks forward to participation as part of this process.
- Jeff Owen added his thanks for the team for the fine work on the MTIP document. With a fast moving timeline and other issues facing the community and region at this time, it was a remarkable effort. The public comments were thoughtful and helpful to agencies and partners. The Red Line project has been awarded nearly \$100 million by the FTA for federal funding, about half the total cost of the project. Following the PE phases, in spring 2021 the full agreement could be completed to accept these funds and will be included in the next MTIP.
- Glen Bolen noted that from the letter ODOT provided on technical corrections went beyond the seven projects with changes. Ms. Cho reported that the seven identified were significant project with changes, but others were minor that did not require changes in the document before taking forward for adoption.

MOTION: Recommend JPACT approval of the 2021-2024 MTIP and adoption by the Metro Council.

Moved: Chris Deffebach

Seconded: Eric Hesse

ACTION: Motion passed unanimously.

7. MAX Tunnel Study (Matt Bihn)

Matt Bihn presented an overview of the MAX Tunnel Study and initial findings. The purpose of the study was to define a representative project to address light rail capacity and reliability, provide preliminary info for stakeholders and the public, and determine cost to advance a project through NEPA.

The Portland Central City area is a bottleneck for regional light rail operations— impacting speed and reliability system wide. One “pinch point” is downtown Portland where a mix of vehicles, pedestrians and bikes reduces speed, frequent right-of-way conflicts impact light rail reliability, and frequent stops

results in longer travel times.

Another “pinch point” is the Steel Bridge. Built in 1912, the bridge slows down travel and impacts on-time performance. While TriMet is making investments in the Steel Bridge to help in the short-term, in the long-term a higher capacity solution is needed. Downtown congestion and slowdowns at the Steel Bridge don’t just impact the central city—they ripple throughout the entire region. They impact people’s ability to get where they need to go, and impact businesses’ ability to deliver goods and services. This is particularly challenging for people who live farther out and travel into or across downtown Portland.

Early scoping for the study involved many stakeholder group meetings, an open house and online survey with comments provided and a high degree of support for the tunnel concept. The findings showed:

1. **Travel time savings:** Routing MAX through a tunnel under downtown Portland and the Willamette River would save people time and make MAX as fast as or faster than driving. This would lead to even greater benefits such as lower car ownership costs, less traffic, less constrained parking downtown, and reduced greenhouse gas emissions.

2. **Improved Reliability:** For the many people in the region who rely on public transit as their primary transportation, a light rail tunnel would sustain the MAX service they count on for access to school, jobs, recreation and other opportunities. Today, average on-time performance is 87%, higher than just a year ago, but still below the over 90% we can expect with a tunnel. Train delays average 2 ½ minutes, with one in eight delays lasting between 5 and 8 minutes

3. **Faster travel times for marginalized communities.** It’s critical for regional prosperity to connect communities of color, English language learners, and low income households with job centers throughout the region. Rapid increases in housing costs over the last decade have affected the affordability of our region. Housing farther from downtown has remained more affordable, forcing many to endure longer commutes and assume higher travel costs if they drive.

4. **Speed.** The MAX tunnel can save over 12 minutes for a trip through the central city. Even people going to downtown Portland, to places like PSU or Pioneer Square, would save 5 to 6 minutes, depending on where they’re coming from. While the MAX tunnel stations have yet to be determined, access to downtown destinations will be further enhanced by surface travel options like bus, streetcar, bike share, and a great walking environment.

5. **Resiliency.** A MAX tunnel would add a resource to the regional transportation network that would be resilient to natural disasters and other regional disruptions.

6. **Capacity.** The MAX lines connect downtown Portland with dense and growing neighborhoods and employment areas. A comfortable and reliable transit system is essential to accommodating this growth—ensuring our communities provide social and economic opportunity for all, and help reduce greenhouse gas emissions.

The MAX Tunnel Study produced preliminary projections of MAX tunnel benefits and construction costs, and the estimated funds needed to complete the next stages of the required planning and

engineering. The future phases would identify the tunnel route, station locations, and light rail operating plan, and include the environmental analysis, design, and engineering.

Comments from the committee:

- Karen Williams asked how the 24,000 modeled more trips as travel demand increases was modeled and how this works with the environmental analysis. Mr. Bihn reported that the more detailed environmental study will show affects from increased transit. The assumptions of changes from vehicle to other modes of travel, including light rail with a tunnel, have yet to become known.
- Tyler Bullen asked if the Red Line would not be used in the tunnel, were the service streets planned to be converted to Street Cars. Mr. Bihn noted that the stations have not been identified yet, and the model was made for the Red Line on the Steel Bridge with possible more trains using the service street routes, allowing faster lines in the tunnel. When asked if extended train cars would be added beyond the limited 2 cars downtown currently, Mr. Bihn noted that the design limitations beyond the 2 cars would be cost prohibitive with retrofits at each station. Adding more frequent service with the 2 cars was reasonable with cost estimates.
- Don Odermott thanked Mr. Bihn and the staff for the work on the study. It was asked how using the Red Line from the Portland airport to Orenco Station shows such a low time reduction. Mr. Bihn reported the range of 8-16% depended on taking the Blue Line at the surface, then transferring to the Red Line. Directions of trains through downtown affect speed and frequency. Regarding ridership projections, it is hoped we have better results that models can accurately show.
- Eric Hesse appreciated the presentation from Mr. Bihn. The City of Portland was supportive of the study and looks forward to working with partners on long-term needs to secure expectations for improved public transit. It was recognized there is a balancing act between regional mobility needs and housing/land use strategies as urban and rural areas look for economic development with reliable transportation.
- Janet Bebb asked if the location where the tunnel would begin on the east side would affect the Albina District. Mr. Bihn reported the locations in the Lloyd District which intersects with freight tracks and under the Rose Quarter was designed for the start of the tunnel. Light rail is limited to certain grades and curves, with more studies to follow in the environmental analysis.
- Gladys Alvarado asked what impacts to lower income areas would this have while the project was being built, in relation to public transportation that so many people depend on. Mr. Bihn reported service would not be stopped while the studies and project was built. Part of the design would include considerations of impacts during project construction.
- Karen Williams asked if the affects during construction itself would be factored in-depth to the environmental analysis. Mr. Bihn confirmed that both the long-term effects and construction impacts will be included in the environmental analysis.

8. Regional Transportation Council Vancouver Area Smart Trek (VAST) Annual Report (Bob Hart)

Bob Hart provided an overview of the Regional Transportation Council Vancouver Area Smart Trek (VAST) annual report, its 2019 work and ongoing activities. The Vancouver Area Smart Trek (VAST) program is a partnership of transportation agencies in the Clark County region established to improve transportation system operations and performance through the use of smart technology and the system and communications infrastructure needed to support it. The VAST agencies, made up of

WSDOT, Clark County, City of Vancouver, C-TRAN, and RTC collaborate on signal systems, freeway and arterial management, traveler information, and transit signal priority projects.

The VAST program has three key elements: intelligent transportation systems, transportation related communications infrastructure, and transportation operations and planning. The VAST partnership has been an effective way for the agencies to coordinate on project delivery, joint project funding, monitoring project development, and project integration to improve transportation operations.

Emerging Issues and Trends - Support Emerging Operational Strategies

- The SR-14 expansion project will include peak shoulder running westbound from 164th to I-205
- WSDOT, ODOT and C-TRAN will be operating Bus on Shoulder on the Glenn Jackson Bridge from SR-14 to Airport Way during the Interstate Bridge Trunnion repair project in September 2020
- WSDOT is constructing ramp meters and variable speed signs on I-5 south from 78th Street to the Interstate Bridge to open in summer 2020 prior to the I-5 closure
- WSDOT and C-TRAN are collaborating on construction of BOS on I-5 from 99th Street to Interstate Bridge to open in summer 2020 prior to the I-5 closure

The Smart Communities Assessment (SCA) process, funded jointly by Vancouver, WSDOT, Clark County, C-TRAN, and RTC, builds upon the initiatives and projects that have already been developed under the Vancouver Area Smart Trek Program. The SCA includes engaging with transportation agencies, internal departments, elected officials and policy makers to evaluate current practices and develop a model to guide the implementation of emerging technologies for mobility and transportation by reducing siloes and furthering integration.

An evaluation and assessment of Vancouver area agencies on the development of their smart community's capacity and practices will help cities, counties, and state governments leverage technology to improve urban operations and better serve residents and the community. Mr. Hart or Lynda David can be contacted for further information on the VAST program.

9. Adjourn

There being no further business, meeting was adjourned by Chairman Kloster at 12 noon.

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, June 5, 2020

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	06/05/2020	06/05/2020 TPAC Agenda	060520T-01
2	TPAC Work Program	05/29/2020	TPAC Work Program, as of 05/29/2020	060520T-02
3	Memo	05/28/2020	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments	060520T-03
4	Memo	05/29/2020	TO TPAC and interested parties From: Lake McTighe, Regional Planner RE: Fatal crash update	060520T-04
5	Flyer	May 2020	Every Mile Counts: Reducing Greenhouse Gas Emissions from Transportation in Oregon	060520T-05
6	Memo	05/28/2020	TO: TPAC and interested parties From: Kim Ellis, Metro Project Manager and Lidwien Rahman, ODOT Project Manager RE: Regional Mobility Policy Update – Seeking examples of how current policy is applied	060520T-06
7	Draft Minutes	05/01/2020	Draft minutes from May 1, 2020 TPAC meeting	060520T-07
8	Resolution 20-5112	06/05/2020	Resolution 20-5112 FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM WHICH INVOLVES CHANGES TO SEVEN PROJECTS IMPACTING CLACKAMAS COUNTY AND ODOT (JN20-13-JUN)	060520T-08
9	Exhibit A to Resolution 20-5112	0605/2020	Exhibit A to Resolution 20-5112	060520T-09
10	Staff Report	05/28/2020	Staff Report to Resolution 20-5112	060520T-10
11	Memo	05/29/2020	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner RE: 2021-2024 MTIP Adoption Draft and Public Comment Report	060520T-11
12	Resolution 20-5110	06/05/2020	Resolution 20-5110 FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA	060520T-12

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
13	Adoption Draft 2021-2024 Metropolitan Transportation Improvement Program	June 2020	Adoption Draft 2021-2024 Metropolitan Transportation Improvement Program	060520T-13
14	The MAX Tunnel Study	October 2019	The MAX Tunnel Study: Examining the feasibility of faster light rail	060520T-14
15	Vancouver Area Smart Trek (VAST): 2019 Program Report	2019	Vancouver Area Smart Trek (VAST): 2019 Program Report	060520T-15
16	Presentation	06/05/2020	June 2020 MTIP Formal Amendment Summary Resolution 20-5112 Amendment # JN20-13-JUN	060520T-16
17	Presentation	06/05/2020	2021-2024 MTIP – Adoption Draft and Public Comment	060520T-17
18	Presentation	06/05/2020	The MAX Tunnel Study	060520T-18
19	Presentation	06/05/2020	Vancouver Area Smart Trek Annual Report	060520T-19