

Cullen Stephenson

Washington Department of Ecology

Guests Attending

Jean Senechal Biggs

Will Farley

Charlie Clark

Heather Wills

Lucinda Broussard

Nick Forty

Laura Edmonds

Rachael Duke

Mike Mason

Bob Kellet

Liz Antin

Affiliate

City of Beaverton

City of Lake Oswego

WSP

Oregon Department of Transportation

Federal Highway Administration

North Clackamas Chamber of Commerce

Portland Bureau of Transportation

Metro Staff Attending

Ken Lobeck, Funding Programs Lead

Lake McTighe, Senior Transportation Planner

John Mermin, Senior Transportation Planner

Tim Collins, Senior Transportation Planner

Ally Holmqvist, Senior Transportation Planner

Pamela Blackhorse, Program Assistant III

Ted Leybold, Planning & Development Resource Mgr.

Eliot Rose, Senior Tech & Transportation Planner

Dan Kaempff, Principal Transportation Planner

Aaron Breakstone, Manager II Research Center

Caleb Winter, Senior Transportation 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 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

- **COVID-19 and racial equity updates from Metro and Region** (Chairman Kloster and all)
Metro's Planning & Development, along with all other departments is still on the 20% reduced work schedule that runs through July. Staff is keeping the public and partners updated to any changes with schedules. The Oregon Zoo is reopening to carefully managed visitor amounts with specific plans due to the pandemic situation.

Glen Bolen noted that Jon Makler was returning to his role at ODOT Region 1 as Planning Manager starting in August. Mr. Bolen appreciated his time with TPAC serving as Interim Member, and now will return to Alternate Member. He will also be member at MTAC.

Rachael Tupica noted that FHA is all on full time maximum telework. Offices in Salem have a 3-phase plan to reopen based on planning criteria, but are not yet open. Contacting staff is still available. The MPO certification reviews are underway with Salem having completed theirs virtually. Metro is expected to have the certification review online later this year as well.

Donovan Smith noted the lawsuit against the City of Portland regarding the use of tear gas being used against the public during demonstrations. Mr. Smith has been involved with the research paper on tear gas the dangerous effects on humans, which is concerning due this currently being temporarily banned from use, and now used during the pandemic. He

suggested members review information on DontShootPDX.org. Ms. Smith also noted recent shootings, racial attacks and harassment with incidents in Portland. The importance of these need to be included in the committee's transportation and other discussions/decisions. Chairman Kloster noted enclosure of this will be added to future agendas starting in August.

Jeff Owen noted that TriMet will be closing the Steel Bridge from August 2-29 for repairs and upgrades. All modes of traffic will be affected on the upper deck. The website for more information was shared in an email following the meeting (included in the packet).

Laurie Lebowski noted that staff at Washington State Dept. of Transportation have been required to take 8 hours/week furlough during the month of July. Some delay to communications with staff, and construction and crews will be felt. August to the end of the year furloughs of 8 hours/month will be required.

Eric Hesse noted the City of Portland has issued statements from the Mayor and Commissioners on the I-5, I-205 and Rose Quarter projects. These are found on the City's website, and will be reported at JPACT as well.

Don Odermott noted that industrial construction projects in Washington County have continued. A photo was shown with the special equipment used as part of the \$3 million expansion project with Cornelius Pass Road. Jessica Berry expanded on the timeline with this road closure for equipment movement and construction of the project. The website on the project was shared following the meeting (included in the packet).

Chris Deffebach emphasized the importance of the Cornelius Pass project, which now is a fuel tanker route and strategic road in Washington County for urban areas. It was noted that the road would be transitioning into a state facility upon agreement with IGA's later this year.

- **Monthly Metropolitan Transportation Improvement Program (MTIP) Amendments Update** (Ken Lobeck) Mr. Lobeck noted information on the Monthly Metropolitan Transportation Improvement Program (MTIP) Amendments memo update in the packet. For any questions on this report contact Mr. Lobeck.
- **Fatal crashes update** (Lake McTighe) Ms. McTighe provided the fatal crash update report from the memo in the packet. As of ODOT's June 22 report, there were 40 fatal crashes in the tri-county Metro area so far this year. Since the packet memo was submitted seven additional fatalities have taken place. When the shelter in place was first started crash reports were low. But a significant jump in fatal crashes in now being seen as businesses reopen. For any questions on this report contact Ms. McTighe.
- **2020-21 UPWP administrative amendments** (John Mermin) Mr. Mermin noted the memo in the packet where Metro finance staff identified revisions necessary to align the federal match shown in the UPWP with the match shown in the metro budget. The net total change is below \$60,000 and no project changed by more than \$18k. Tracked changes of individual budget changes were shown. This notification is provided to TPAC before forwarding to JPACT, the Metro Council and USDOT for approval. For any questions on these amendments contact Mr. Mermin.

Project Description: 2019-21 Metro TSMO allocation to maintain data feeds and internal system patches, network upgrades, etc. Maintain backup and storage of data archive. Provide PORTAL training to users.

Description of Changes: The formal amendment adds the new 2019 TSMO awarded project to the 2018 MTIP allowing the STBG funds to be obligated before the end of the federal fiscal year (September 1, 2020).

Comments from the committee:

- Chris Deffebach asked for clarification on what funds were being provided for the additional million dollars to the Gresham project. Mr. Lobeck reported these were local funds that would be used for the cost increase. More details to describe this will be included moving forward.
- Steve Williams asked if any administrative or text amendments were being asked in MTIP action. Mr. Lobeck confirmed these projects were the only Formal Amendments for consideration at this time. Only significant changes to cost scope or delivery timing of projects are required for Formal Amendments with MTIP.

MOTION: To approve recommendation to JPACT of Resolution 20-5116 consisting of two projects in the July 2020 Formal Amendment Bundle enabling the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

Moved: Steve Williams

Seconded: Chris Deffebach

ACTION: Motion passed with one abstention; Donovan Smith.

6. **2020-2021 UPWP amendment ODOT – Pedestrian & Bicycle Crossing: Oregon City to West Linn** (John Mermin, Metro/Glen Bolen, ODOT) Mr. Mermin and Mr. Bolen provided information on the proposed 2020-21 UPWP amendment for the Pedestrian & Bicycle crossing from Oregon City to West Linn. TPAC was sent the project narrative prior to this meeting that reads:

ODOT Region 1 is initiating a planning effort with agency partners to assess the need for a pedestrian and bicycle crossing over the Willamette River connecting Oregon City, and West Linn and to identify a preferred crossing location. This planning effort supports community desires to connect the regional active transportation network in this area. The existing Arch Bridge (OR 43) does not adequately serve bicycle and pedestrian connectivity within the vicinity. The planned I-205 Abernethy Bridge will not allow bicycle and pedestrian use. Further, agency partners are interested in identifying a new option for a low stress connection between the two cities. ODOT, with partner agencies has initiated this planning study in pursuit of providing bicycle and pedestrian travel options between Oregon City and West Linn.

The work will rely on ODOT's I-205: Stafford Road to OR 99E (Abernethy Bridge) Bicycle and Pedestrian Assessment (2016) and existing local and regional plans, to the greatest extent possible. Today, no existing local or regional plans call for the construction of a new pedestrian and bicycle crossing of the Willamette River between Oregon City and West Linn. There are planned facilities at various stages of development (planned but unfunded, designed but unfunded, funded awaiting construction) within the identified study area on each side of the river. Verifying the need and preferred crossing location for a bike and pedestrian crossing will require local agency partnership and community involvement.

ODOT's planning effort aligns with efforts by regional partners to reimagine access to the Willamette River in Oregon City and West Linn. A new pedestrian and bicycle crossing will enhance access for people walking and biking and provide the region opportunities to reconnect with the river and identify a key missing connection in the regional bikeway and pedestrian system. Completing the active transportation network with a river crossing creates essential access to and along the Willamette River between Gladstone, Oregon City, and West Linn.

Metro staff will provide a Resolution and Staff report and request action on the amendment at the August 7 TPAC meeting and by consent at the September 17 JPACT and Metro Council meetings.

Comments from the committee:

- Donovan Smith expressed interest in knowing the demographics, population income and housing, and businesses in this area of the project. It was asked what key stakeholders were involved in the project. Mr. Bolen noted that these project elements can be provided at the August TPAC meeting which are part of the project plan. In addition, Metro's Willamette Falls Legacy Project is now in phase 1. <https://www.willamettefallslegacy.org/> Per the website: *The first step in the Willamette Falls Legacy Project is already taking shape: a new riverwalk that connects historic downtown Oregon City to Willamette Falls along the Willamette River. In creating the riverwalk, the project partners are transforming this abandoned site into a world-class public space.*
- Rachael Tupica noted that if the results of this project will be used to help inform future NEPA planning projects, federal requirements with public engagement, state and local stakeholders and Tribal consultations are required.

The action on this UPWP proposed amendment will include further suggested information in August. For questions or more information contact Mr. Mermin and Mr. Bolen.

- 7. Oregon Department of Transportation I-5 and I-205 Tolling Projects Update** (Lucinda Broussard, ODOT & Heather Wills, WSP) Ms. Broussard and Ms. Wills provided an update on the I-5 and I-205 tolling projects. Starting with the I-205 project ODOT has held regular updates with jurisdictional and community partners on the project. An Equity and Mobility Advisory Committee (EMAC) has been formed to advise on how tolling, in combination with other strategies, can benefit historically underserved and underrepresented populations, consider needs and opportunities for achieving community mobility and equity, and Provide input to the Oregon Transportation Commission and ODOT on how to implement tolling on I-5 and I-205.

Ms. Broussard pointed to three top concerns most mentioned with input on the I-205 project:

- Tolls are not equitable across all income levels
- Clackamas County's transit service is not robust enough to afford residents another travel option on the I-205 Corridor
- Tolls will create additional diversion into communities along the I-205 Corridor

The project managers noted methods to address income equity, Clackamas County transit impacts, and diversion impacts on the project. ODOT has worked with the Federal Highway Administration on the National Environmental Policy Act (NEPA) classification on the I-205 project. Concerns from Regional Partner Agencies about the classification are being addressed with enhanced processes.

The toll projects timeline was provided. The I-205 purpose is to generate revenue for congestion relief projects and manage congestion on I-205 between Stafford Road and OR 213. The next steps for the I-205 toll project are:

- Share revised full text “Purpose and Need” based on stakeholder and partner comments – July
- Share results of initial modeling with partners
- Begin Environmental Assessment – Summer 2020
- 45-day public comment period on Purpose and Need and range of alternatives
- On-line open house
- Stakeholder one-on-one meetings
- Incorporate comments on Purpose and Need, select range of alternative for NEPA analysis – Fall 2020

Several screening alternatives for I-205 were shown. The I-5 tolling project was briefly described with the planning and environmental linkages (PEL).

Initiative to Accelerate Project Delivery

- *Considers environmental, community, and economic goals early in the transportation planning process*
- *Uses the information, analysis, and products developed during planning to inform the environmental review process*

Reduces the need for separate studies and efforts

Advance development of alternatives to take into NEPA process

The purpose for PEL in the I-5 project is multi-disciplinary analysis, development range of project alternatives, and early engagement and outreach. The I-5 Toll Project PEL milestones and planned upcoming activities were shared.

Comments from the committee:

- Karen Williams asked what opportunities were offered in the review of the modeling for input and understanding scenarios, and would air quality modeling be part of this. Specifically, did the modeling go beyond required carbon monoxide? Ms. Wills reported several engagement opportunities offer input, including the public comment period on alternatives. Working groups and other stakeholder groups are asking for participants. The transit group is developing methodology analysis where DEQ and others are encouraged to add input.
- Laura Edmonds expressed interest in having this presentation at the North Clackamas Chamber of Commerce Government Affairs and Public Policy meeting.
- Eric Hesse asked for clarification on process and interaction between the projects related to the value pricing project, and environmental impacts. Ms. Wills reported the value pricing project was for feasibility purposes, which added to the development of the I-205 project identifying locations for possible tolling with design. The I-5 project is more detailed. Ms. Broussard reported these projects were being designed as a seamless trip builder for transit customers. The projects carry levels of complexities among them.
- Chris Deffebach noted the team was coming to the Washington County Commission in August. Appreciate was given for the opportunity to learn about the projects and have questions answered.
- Steve Williams asked if local governments would have the opportunity to provide proposed alternatives during the 45-day public comment period. Ms. Wills concurred.

- Karen Williams asked what types of congestion mitigation projects the revenue would be used for. Ms. Broussard noted the congestion revenue trust fund with regulatory statutes. This was later sent to committee members, added to the packet. The designated fund lists criteria for ways the funds can or cannot be spent.

It was asked if bike and pedestrian facilities would be included in this criteria. It was confirmed these were listed along roadways, more clearly defined in the information forwarded to the committee. Transit operation funding may be limited to capital projects.

- 8. Jurisdictional Transfer Project Update** (John Mermin & Glen Bolen) Mr. Mermin and Mr. Bolen provided TPAC with a project status update. As part of the project, Metro's consulting team has completed the following materials available to download at:

www.oregonmetro.gov/jurisdictionaltransfer

- Policy framework with best practices from past transfers in Oregon
- Inventory & atlas of candidate corridors – existing conditions, demographics, planned capital projects
- Corridor technical and readiness evaluation
- Corridor technical evaluation
- Cost estimation methodology
- Functional classification recommendations for the Oregon Highway Plan
- Equity considerations memo

Work underway or to be completed includes:

- Needs assessment of top tier corridors
- Final Report
- Consultant recommendation for regional action, including funding opportunities

In September 2020, staff will share a Draft Final Report with TPAC, JPACT and Metro Council and provide a public comment period. In December 2020, staff will share with TPAC, JPACT and Metro Council what was heard through public comments, and a recommendation for future regional action from the consulting team.

Comments from the committee:

- Jamie Huff asked, if prior to the final report, was it anticipated the project staff planned on a larger presentation regarding more recent document information and selection of methodology. Mr. Mermin reported the County Coordination Committees were being presented with information, and if more specific details were requested he could provide that.
- Eric Hesse noted his appreciation of the work on the project with discoveries learned through the process. It raises significant importance on a regional basis for the roadways.
- Chris Deffebach had a question on the evaluation matrix for readiness. It was not clear why some measures in the evaluation related to jurisdictional transfer readiness. It was recommended that follow up with Mr. Mermin and the project consultants be done. It was noted that questions for the public comment might be difficult for framing since the public is not interested in the transfer of roads by agency, but in how the funding for conditions and maintenance is planned. Mr. Mermin noted work is being done on the public outreach involvement now with focus groups and technical interested parties. Any input on context and framing of questions with the public comment period is welcome.

9. Adjourn

There being no further business, meeting was adjourned by Chairman Kloster at 11:40 am.
Respectfully submitted,

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

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, July 10, 2020

| Item | DOCUMENT TYPE | DOCUMENT DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|------|---------------------------------|---------------|--|--------------|
| 1 | Agenda | 07/10/2020 | 07/10/2020 TPAC Agenda | 071020T-01 |
| 2 | TPAC Work Program | 07/02/2020 | TPAC Work Program, as of 07/02/2020 | 071020T-02 |
| 3 | Memo | 07/01/2020 | TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments | 071020T-03 |
| 4 | Memo | 07/02/2020 | TO TPAC and interested parties From: Lake McTighe, Regional Planner RE: Fatal crash update | 071020T-04 |
| 5 | Memo | 06/30/2020 | TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Administrative amendments to the 2020-21 Unified Planning Work Program (UPWP) | 071020T-05 |
| 6 | Draft Minutes | 06/05/2020 | Draft minutes from June 5, 2020 TPAC meeting | 071020T-06 |
| 7 | Resolution 20-5116 | 07/10/2020 | Resolution 20-5116 FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM WHICH INVOLVES CHANGES TO GRESHAM'S SANDY BLVD RECONSTRUCTION PROJECT AND ADDING METRO'S TSMO/ITS PORTAL PROJECT (JL20-14-JUL) | 071020T-07 |
| 8 | Exhibit A to Resolution 20-5116 | 07/10/2020 | Exhibit A to Resolution 20-5116 | 071020T-08 |
| 9 | Staff Report | 07/10/2020 | Staff Report to Resolution 20-5116 | 071020T-09 |
| 10 | Memo | 06/30/2020 | TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Regional Framework for Highway Jurisdictional Transfer - Project update | 071020T-10 |
| 11 | Memo | 07/09/2020 | TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: 2020-21 Unified Planning Work Program (UPWP) Amendment for the ODOT – Pedestrian & Bicycle Crossing: Oregon City to West Linn study | 071020T-11 |

| Item | DOCUMENT TYPE | DOCUMENT DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|-------------|----------------------|----------------------|---|---------------------|
| 12 | Presentation | 07/10/2020 | July 2020 MTIP Formal Amendment Summary Resolution 20-5116 | 071020T-12 |
| 13 | Presentation | 07/10/2020 | 2020-21 Unified Planning Work Program Amendment | 071020T-13 |
| 14 | Presentation | 07/10/2020 | Pedestrian & Bicycle Crossing: Oregon City to West Linn | 071020T-14 |
| 15 | Presentation | 07/10/2020 | I-5 and I-205 Toll Projects | 071020T-15 |
| 16 | Presentation | 07/10/2020 | Regional Framework for Highway Jurisdictional Transfer Project update | 071020T-16 |
| 17 | Newsletter | Spring 2020 | Interstate Bridge Trunnion Replacement | 071020T-17 |
| 18 | Email message | 07/10/2020 | Email sent to TPAC following July 10, 2020 meeting with more info requested and announcements | 071020T-18 |