



Meeting minutes

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

Date/time: Friday, December 4, 2020 | 9:30 a.m. to 12:00 noon

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

Members Attending

Tom, Kloster, Chair
Karen Buehrig
Chris Deffebach
Lynda David
Eric Hesse
Dayna Webb
Jeff Owen
Jon Makler
Karen Williams
Laurie Lebowsky
Lewis Lem
Tyler Bullen
Glenn Koehrsen
Jessica Stetson
Idris Ibrahim
Yousif Ibrahim
Rachael Tupica

Affiliate

Metro
Clackamas County
Washington County
SW Washington Regional Transportation Council
City of Portland
City of Oregon City and Cities of Clackamas County
TriMet
Oregon Department of Transportation
Oregon Department of Environmental Quality
Washington State Department of Transportation
Port of Portland
Community Representative
Community Representative
Community Representative
Community Representative
Community Representative
Federal Highway Administration (FHWA)

Alternates Attending

Jamie Stasny
Allison Boyd
Jaimie Huff
Jay Higgins
Glen Bolen

Affiliate

Clackamas County
Multnomah County
City of Happy Valley and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
Oregon Department of Transportation

Members Excused

Jessica Berry
Katherine Kelly
Donovan Smith
Gladys Alvarado
Taren Evans
Wilson Munoz
Jennifer Campos
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Cullen Stephenson

Affiliate

Multnomah County
City of Gresham and Cities of Multnomah County
Community Representative
Community Representative
Community Representative
Community Representative
City of Vancouver, Washington
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Will Farley
Mike Mason
Jean Senechal Biggs
Mike Foley
Kari Schlosshauer
Matthew Pettit
Milton Ospina
Emily Sarah Wolff
John Gardner

Affiliate

City of Lake Oswego
Oregon Department of Transportation
City of Beaverton

Safe Routes to Schools

StreetLight Data

TriMet

Metro Staff Attending

Ken Lobeck, Funding Programs Lead	Dan Kaempff, Principal Transportation Planner
Lake McTighe, Senior Transportation Planner	Kim Ellis, Principal Transportation Planner
John Mermin, Senior Transportation Planner	Grace Cho, Senior Transportation Planner
Ted Leybold, Resource Manager	Caleb Winter, Senior Transportation Planner
Chris Ford, Principal Regional Planner	Chris Johnson, Research Manager
Margi Bradway, Dep. Director P&D Dept.	Monica Krueger, Transportation Engineer
Tim Collins, Senior Transportation Planner	Lakeeyscia Griffin, Associate Public Affairs
Summer Blackhorse, Program Assistant III	Marie Miller, TPAC Recorder

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

Chairman 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. Reminders where Zoom features were found online was reviewed.

2. Comments From the Chair and Committee Members

- **Committee input form on creating a Safe Space at TPAC** (Chairman Kloster) The link to adding comments and input for creating a safe space at TPAC was noted in the chat area of the meeting, which members are welcome to use at any time during the meeting. Comments will be collected and shared at the end of the meeting.
- **COVID-19, racial equity and other updates from Metro and Region** (Chairman Kloster and all) Metro is completing the current round of staff furloughs which end Dec. 31. Gratitude for patience having replies provided to questions and comments from everyone.

Jeff Owen announced grant opportunities to apply for with FY22–23 State of Oregon Special Transportation (STF) Formula Statewide Transportation Improvement (STIF) and 5310 Formula Funds. Deadlines to apply are December 8 and January 6; full instructions on how to apply with any questions to be directed to Cora Potter at TriMet. The link for full information: <https://trimet.org/meetings/stfac/grants.htm>

Eric Hesse noted state agencies are addressing the Governor’s Executive Order on climate actions. As well as DLCDC’s rulemaking decision, Karen Williams at DEQ is leading a separate rulemaking to commence early next year on expanding Commute Trip Reduction requirements statewide as well as updating the ECO rule that current applies to the Metro region.

<https://www.oregon.gov/deq/air/programs/pages/eco.aspx> It was suggested to have this added to the TPAC agenda work program early in 2021.

Rachael Tupica noted an upcoming webinar from Eno Center for Transportation on 12/10/2020 Environmental (IN) Justice During COVID-19: <https://www.enotrans.org/event/webinar-environmental-injustice-during-covid-19/> Chairman Kloster noted that Ms. Tupica will be leading Metro's Certification Review Dec. 7&8 that TPAC members have been invited to attend.

Jon Makler announced that ODOT has filled the position of Policy & Development Manager with Chris Ford. Mr. Ford will be leaving Metro to start this new position December 28 at ODOT.

- **Monthly Metropolitan Transportation Improvement Program (MTIP) Amendments Update** (Ken Lobeck) The memo in the packet described the monthly submitted MTIP formal amendment and administrative modification project lists from late October through November 2020 timeframe. It was noted the first draft of the obligation targets was included in the memo; This amendment to the 2021-24 MTIP consists of Metro funded projects (Congestion Mitigation Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA)) that will obligate their phase of federal funds before the end of FY 2021, or need to be reprogrammed to a later obligation year. More information on the obligation targets will be presented at the January 8 TPAC meeting.
- **Fatal crashes update** (Lake McTighe) Since the Nov. 28 memo in the packet, the total of fatal crashes in the tri-county region as risen marking 125 deaths this year so far. November's numbers are the highest reported one month in the last 3 years. From Portland police data, Washington County record number of fatalities is linked to high speeds, where more than triple the number of citations have been issued over past periods. Ms. McTighe announced a Regional Safety Forum facilitated by Metro is being planned this spring. It will coincide with the second performance safety report for the region presented.
- **2024-27 STIP update** (Grace Cho) Ms. Cho reported the Oregon Transportation Commission (OTC) met to discuss 2024-2027 STIP revenue forecasts, which was expected to provide information on allocated funds to categories and projects. However, OTC discussed scenarios for funding, and planned to review further at their January meeting. An update on this will be provided at the January TPAC meeting.

Jon Makler noted that the OTC website lists their next meeting Dec. 11 with the "Funding Allocation Decision" on the agenda. Three years ago ODOT had delayed scoping projects in the past STIP due to work with HB 2017 implementation. This year the opposite is true, with the scoping process planned throughout 2021. Projected ODOT ARTS projects are planned for scoping in Feb/March. Past collaboration with local agencies and jurisdictions in the scoping process is intended planned. TPAC members are welcome to contact Travis Brower for coordination on this.

- **Acknowledgement of outgoing TPAC community members, 4-year service** (Chair Kloster) Chairman Kloster presented certifications of appreciation (shown on screen) to outgoing TPAC community member representatives Glenn Koehrsen and Tyler Bullen. Both have served on

the committee for four years, providing expertise, knowledge and comments on the topics presented at committee meetings. Mr. Koehrsen was noted for his longtime public service at several levels of government and dedication to the voice for elderly and disabled. Mr. Bullen was noted for his efforts addressing sustainability and climate issues. TPAC members shared their gratitude to these outgoing members with tributes online and in the chat area.

3. Public Communications on Agenda Items (none)

4. Consideration of TPAC Minutes from November 6, 2020

With no corrections or additions to the minutes:

MOTION: To approve minutes from November 6, 2020 as written.

Moved: Jeff Owen

Seconded: Jon Makler

ACTION: Motion passed unanimously with one abstention, Jay Higgins.

5. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5151 (Ken Lobeck) Mr. Lobeck presented MTIP Amendment 20-5151 that applies to the new 2021-2024 MTIP. Project grouping buckets (PGB) were presented. PGBs are used for same scope, but with multisite/locations. PGBs:

- Must contain same type of improvements at all identified locations (can't mix ATC upgrade with pavement rehab improvements)
- PGBs must be exempt from air quality analysis
- PGB exemptions must be verified and meet conditions in 40 CFR 93.126, Table 2 and 40 CFR 93,127, Table 3
- PGBs can't include be capacity enhancing improvements
- May be used as funding reserve for specific eligible project types
- A current site/improvement list must be maintained by the MTIP Manager for each PGB

The December amendment contains 11 projects.

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key TBD NEW PROJECT	TBD	Clackamas County	Clackamas Cnty Regional ATC Controller & Signal Optimization	Throughout Clackamas County, replace up to ninety-nine (99) older model 170/2070 traffic signal controllers and upgrade to the latest Advanced Traffic Controllers (ATC) national and state standards. Along with controller, local software, and central signal system upgrade, intersection signal timing will be optimized for all users.	ADD NEW PROJECT: The formal amendment adds the new Clackamas County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP. The ATC upgrade project is a Transportation Systems Management and Operations (TSMO)/Intelligent Transportation System (ITS) approved project which was awarded funding from Metro's 2019 TSMO project call.

Project #2
Key 70671 Metro
19289

System Management & Operations (TSMO) Program 2018

(TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods.

SPLIT FUNDS:

Commit remaining \$200,000 of STP-U funds to the new Clackamas County ATC project (Project #1 this amendment). As a result, the programming buck of Key 19289 is now zero and canceled from the MTIP,

Project #3
Key 70875 Metro
20884

Transportation System Mgmt Operations/ITS 2019

Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee.

SPLIT FUNDS:

The formal amendment splits off and commits \$535,787 of STBG-U to the new Clackamas County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP.

Project #4 Key 20335	70950	ODOT	Central Systemic Signals and Illumination (ODOT)	Illumination; intersection work; bike and pedestrian improvements ; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements at various locations. (PGB-ARTS)	SCOPE CHANGE The formal amendment updates the project based on the addition of the two new site locations (ID #44- US-30By (Lombard) at N Interstate Ave) & (10#97 US-30By (Lombard) at OR99E(MLK) as part of the approved PGB
Project #5 Key 20414	70970	ODOT	Road Safety Audit Implementation	Address unanticipated safety improvements as identified. 2018 RTP approved HSIP Safety and Operations PGB	COST DECREASE: The formal amendment decreases the project grouping bucket by \$600,000 of HSIP federal funds. The funds were moved to support project Key 20479, ODOT's Region 1 Bike Ped Crossings project. The funds were shift as part of the 2021-24 MTIP and STIP update but not corrected here in Key 20414.
Project #6 Key 20866	70896	SMART	SMART Senior and Disabled Program 2019	Provide ADA paratransit services to improve mobility for seniors and individuals with disabilities such as Dial-A-Ride services, offering RideWise Travel Training operating shared-ride service for disabled people, and maintaining ADA buses and vans, plus implementing ADA improvements at stops and stations	ADD NEW PROJECT: The formal amendment adds SMART's 5310 funding to FY 2021 which is effectively a project slip from FY 2020.
Project #7 Key 20867	70897	SMART	SMART Senior and Disabled Program 2020	Provide ADA paratransit services to improve mobility for seniors and individuals with disabilities such as Dial-A-Ride services, offering RideWise Travel Training operating shared-ride service for disabled people, and maintaining ADA buses and vans, plus implementing ADA improvements at stops and stations	ADD NEW PROJECT: The formal amendment adds SMART's 5310 funding to FY 2021 which is effectively a project slip from FY 2020.

Project #8 Key 20869	70899	SMART	Smart Bus and Bus Facilities (Capital) 2019	SMART's 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities such as SMART's schedule scheduling software procurement, and upgrades to bus stop amenities such as bus shelters and signs and bus/support vehicle replacement needs.	ADD NEW PROJECT: The formal amendment adds SMART's 5339 funding to FY 2021 which is effectively a project slip from FY 2020.
Project #9 Key 20870	70900	SMART	SMART Bus and Bus Facilities (Capital) 2020	SMART's 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities such as SMART's schedule scheduling software procurement, and upgrades to bus stop amenities such as bus shelters and signs and bus/support vehicle replacement needs.	ADD NEW PROJECT: The formal amendment adds SMART's 5339 funding to FY 2021 which is effectively a project slip from FY 2020
Project #10 Key 20837	70924	TriMet	TriMet Elderly and Disabled Program (2020)	Services And Facility Improvements In Excess Of ADA Requirements	CANCEL PROJECT: The formal amendment cancels Key 20827 from the 221-24 MTIP. The project was projected to obligate its funds before the end of FY 2020 (September 30, 2020). This did occur, but verification did not occur until October. The project does not need to be included now in the 2021-24 MTIP.
Project #11 Key New TBD		TriMet	TriMet Battery Electric Bus Purchases	Purchase five 40 ft. expanded-range battery electric replacement vehicles for fixed- route bus service, with transition to battery-electric buses (BEB) from diesel buses for fixed route bus service within the TriMet district. The transition to BEB from diesel will include a combination of new bus purchases and battery electric repowers of diesel buses.	ADD NEW PROJECT: The formal amendment adds the new TriMet bus purchase for FY 2022. The project results from a past fund exchange among Metro, Portland, and TriMet.

Following compliance requirements and public notifications Metro Council approval is expected January 7, 2021. ODOT and USDOT final approvals are expected early – mid February 2021.

MOTION: To provide JPACT an approval recommendation of Resolution 20-5151 consisting of eleven projects in the December 2020 Formal Amendment Bundle enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

Moved: Jon Makler

Seconded: Jessica Stetson

ACTION: Motion passed unanimously.

6. Regional Framework for Highway Jurisdictional Transfer – Resolution 20-5138 (John Mermin)

John Mermin presented the final report of the Regional Framework for Highway Jurisdictional Transfer, thanking the committees, staff and consultant team for their efforts with the study. A summary of the work completed was provided. A recap from public comments was provided. Consultant recommendations to Metro and ODOT for next steps was given:

- Align on regional priorities. Build on these findings to the next RTP update and develop further.
- Keep parties active. Form a steering committee with agencies and jurisdictions to meet regularly to discuss the subject.
- Maintain relevant information. Update readiness and technical evaluations in the study.
- Commit to moving forward. Provide staff resources with Metro and ODOT to engage with jurisdictions, including training and elected involvement.

Comments from the committee:

- Eric Hesse thanked everyone on their work, helping build methodologies for better understanding on the highway framework. The strategies identified compliment others in the region for prioritizing and moving forward. Language changes in the resolution was suggested that address the facility design and management approaches articulated in ODOT’s Blueprint for Urban Design which can address immediate community needs in advance of a jurisdictional transfer, while also reducing the cost of transfer and long-term maintenance of the facility.
- Chris Deffebach noted that some submitted public comments on readiness conflict with the findings regarding funding resources. It was suggested the recommendation comments be more clarified and referenced when received. It was also suggested that the resolution note that funding and political willingness on the jurisdictional transfers will change over time. There was also more complexity with readiness changing over time, noting corridors identified for needs with investments may not be ready technically or readiness. Differences over time may not parallel with the transportation plan.
- Karen Buehrig added support to comments from Mr. Hesse and Ms. Deffebach. It was noted that in the consultant recommendations readiness would change over time. It was suggested to add within the resolution that readiness changes would identify and recognize this. It was asked what “acceptance into the RTP” meant in the resolution. Mr. Mermin noted the report findings and recommendations produced good work toward the next RTP with jurisdictional transfers.
- Margi Bradway noted that the policy and tools developed from this report could help identify corridors with future investments in the RTP process. Chris Deffebach agreed with this direction, having arterial highways corridors given consideration over time.
- Jon Makler agreed, having the language to help mollify ODOT concerns. It was noted that ODOT and others have struggled with this issue. It was preferred to have this methodological vs map-based direction, showing a policy gap that can lead to the 2023 RTP.

These edits were placed in the draft resolution on-screen for committee review. It was agreed they were consistent with discussion and showed transparency, which can be replicated in future meetings. It was agreed that Metro legal office would review the document before presenting to JPACT and Metro Council. Further clarification on the language with policy was discussed. The committee added “to inform policy development” as part of the “Be It Resolved”, with sections of the resolution moved in the document. The committee reviewed the resolution on-screen with all amendments shown. This is presented in full below the resolution motion.

MOTION: To provide JPACT an approval recommendation of Resolution 20-5138 with amendments as visually proposed, and acceptance of the Regional Framework for Highway Jurisdictional Transfer final report.

Moved: Eric Hesse

Seconded: Chris Deffebach

ACTION: Motion passed unanimously.

Resolution No. 20-5138

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE
FINDINGS IN THE REGIONAL FRAMEWORK
FOR HIGHWAY JURISDICTIONAL TRANSFER
STUDY

RESOLUTION NO. 20-5138
Introduced by Chief Operating Officer
Marissa Madrigal in concurrence with
Council President Lynn Peterson

WHEREAS, In greater Portland, ownership patterns of streets, roads, and highways reflect historical patterns; these patterns do not necessarily reflect current transportation, land use, and development needs; and

WHEREAS, many of these highway segments have significant needs and deficiencies, such as pedestrian and bicycle facility gaps, inadequate transit infrastructure, poor pavement conditions, or inadequate safety infrastructure, and many of these segments travel adjacent to areas with high concentrations of people of color, people with low incomes, or people who speak English as a second language.

WHEREAS, The facility design and management approaches articulated in ODOT's Blueprint for Urban Design can address immediate community needs in advance of a jurisdictional transfer, while also reducing the cost of transfer and long-term maintenance of the facility; and

WHEREAS, Metro's 2018 Regional Transportation Plan (RTP) identified a jurisdictional transfer assessment as a **one approach** to help the region meet its equity, safety and multimodal goals; and

WHEREAS, The Regional Framework for Highway Jurisdictional Transfer Study identifies which state-owned routes in greater Portland could be evaluated and considered for a jurisdictional transfer based on regional priorities, and summarizes key opportunities and barriers to transfer the routes; and

WHEREAS, The study was developed with input from several regional committees and elected bodies, such as the Transportation Policy Advisory Committee (TPAC), the Metropolitan Transportation Advisory Committee (MTAC), the County Coordinating Committees, and direction from the Joint Policy Advisory Committee on Transportation (JPACT), and the Metro Council; and

WHEREAS, The study was released for public comment and responses were received through an online survey, letters and virtual briefings; and

WHEREAS, The study identified technical and readiness methodologies for use by state, regional and local jurisdiction leaders to identify promising candidate roadways for transfer and facilitate successful transfer of roadway ownership; and

WHEREAS, the study identified 11 state-owned highway segments in greater Portland considered to be most promising for a jurisdictional transfer based on an assessment of technical, readiness, and equity considerations at this point in time; and

WHEREAS, the study recognized all corridors in the study are of importance and that the technical and readiness factors will change over time and, as a result the most promising corridors for a jurisdictional transfer will change over time as well; and

WHEREAS, The Metro Council hereby recognizes that jurisdictional transfer depends on readiness and funding and that jurisdictional transfer is one but not the only approach to addressing the needs on statewide highways; and

WHEREAS, The Metro Council further recognizes the value in using the findings of this report to inform ongoing efforts to advance the use of facility design and management approaches and to develop funding strategies in advance of any jurisdictional transfers, now therefore

BE IT RESOLVED:

1. That the Metro Council hereby accepts the findings in the Regional Framework for Highway Jurisdictional Transfer study to inform policy development in the 2023 Regional Transportation Plan update as shown in Exhibit A.
2. That the Metro Council accepts the public comments received in Exhibit B.

ADOPTED by the Metro Council this 17th day of December, 2020.

Lynn Petersen, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

7. **Unified Planning Work Program (UPWP) Amendment Bundle Resolution 20-5141** (John Mermin, Mike Mason, Jeff Owen, Chris Ford) Mr. Mermin provided a review of the three projects presented in the UPWP amendment bundle resolution 20-5141. It was noted that Elizabeth Mros O’Hara would be the staff contact listed on the Tualatin-Valley Highway Transit and Development project replacing Chris Ford.

ODOT - I-5 / I-205 Metropolitan Value Pricing project. Approval will result in funds added to the existing ODOT – Metropolitan Value Pricing project budget, which will allow ODOT to continue planning work on I-205 Tolling between now and June 30, 2021.

TriMet - Red Line Transit Oriented Development planning project. In June 2020 TriMet was awarded a \$700,000 grant from the Federal Transit Administration (FTA) to complete planning for transit oriented development along the proposed 7.8-mile, 10-station west extension of the existing MAX Red Line light rail project and the east portion of the same Red Line corridor.

Metro - Tualatin-Valley Highway Transit and Development project. The Tualatin Valley (TV) Highway transit and development project creates a collaborative process with the surrounding communities and relevant jurisdictions to prioritize transportation projects, building on recent work undertaken by Washington County. This is a new program commencing in the second half of fiscal year 2020-21.

MOTION: To provide JPACT an approval recommendation of Resolution 20-5141 adopting the bundle of three project amendments as presented in the 2020-2021 Unified Planning Work Program (UPWP).

Moved: Karen Buehrig

Seconded: Chris Deffebach

ACTION: Motion passed unanimously.

8. **Reimagining Public Safety and Security on Transit** (John Gardner, TriMet) Mr. Gardner presented information on TriMet’s Reimagining Public Safety and Security on Transit program. Recent events of racial injustice have led to candid conversations about race, safety, equity and the need for lasting change. As the public transit provider for our region, which relies on support from local law enforcement to ensure the safety of our riders and employees, TriMet has an opportunity to rethink, to reimagine, our approach to safety on our system so everyone feels welcome.

On July 1, 2020, TriMet made the first step, redirecting \$1.8 million in police contracts and additional funding to explore new community-based services to expand their safety approach. TriMet is now working in partnership with the Coalition of Communities of Color and DHM Research on a broad outreach and engagement effort. They want to gather thoughts from riders, with a focus on those who depend on transit. They also want to hear from community groups, local leaders and the public, as well as our Transit Equity Advisory Committee, TriMet Safety & Security Committee, Committee on Accessible Transportation and frontline workers and security officers. Those conversations, along with research and analysis, will help guide us to make our transit system better—more safe, welcoming and equitable for all.

Survey responses and community feedback was presented. The Transit Public Safety Advisory Committee developed recommendations for investing the \$1.8 million:

1. Training in anti-racism, cultural competency, mental health & de-escalation for TriMet employees
2. Increased presence of TriMet personnel, and unarmed safety presence
3. Crisis intervention teams trained to deal with those in mental health crisis or other behavioral issues

Five areas of focus were outlined with estimated timeframes: Training, System Presence, Technology, Infrastructure, and Communication. In summary:

- All Committee Recommendations will move forward
- In addition we have identified 22 additional steps we will be taking in support of the project
- Continue regional policing model with 14 current law enforcement partners
- Community engagement and innovation will be key elements of all the work moving forward

The next steps in the project include currently communicating process outcomes and next steps, to all project and community stakeholders, stand up new ongoing committee focused on implementing the project recommendations and actions, and continue to build out the details around strategy, implementation, & procurement plan for current fiscal year and beyond.

Comments from the committee:

- Karen Buehrig asked if the collection of data and survey information could be broken down by County. It was noted that Clackamas County had formed a Transit Development Plan with similar focus areas. It was asked what the relationship was between the various focus groups. Mr. Gardner noted that yes, data and survey information could be available for every group and by County. Members from the County's focus group were also on the TriMet committee, working together with shared information and communications.
- Jon Makler noted ODOT had been reorganizing and created an Office of Equity with similar initiatives as TriMet. It was asked how decisions were made on having representatives with committees that reflect various communities. How were decisions on survey questions and committee decisions defined by the communities served?

Mr. Gardner noted that if it weren't for the pandemic, most riders would have been asked for input with demographic and other subject data gathered this way. However, community organizations, community leaders and community outreach was leveraged to access their constituents. TriMet invested in this effort for their knowledge, resources and value of equity recognizing that CEO's and leaders of organizations have different levels of resource capacity. TriMet developed a facilitator tool kit. But noted this was just the start of the process. They encouraged the community groups to discuss beyond just safety issues, and develop a method to continue with the groups as more strategies and plans are implemented.

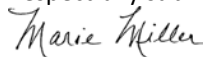
- Eric Hesse noted the great work on this project. The response to the challenges faced with this effort provides us with best practices and examples, and we are encouraged by what TriMet has developed. Mr. Gardner noted the committee welcomed differing feedback and comments that encouraged diversity as part of the discussion. The 25 action items developed provide opportunity for partnerships and involvement with TPAC members as well. More resources are being added to the plan as it is developed. Further updates can be provided to TPAC.

- 9. Committee comments on creating a safe space at TPAC** (Chairman Kloster) One comment was shared with the committee: For each topic/presentation, give first priority for questions to community members before agency/jurisdiction representatives. This will be incorporated into future meetings.

10. Adjourn

There being no further business, meeting was adjourned by Chairman Kloster at 12:00 noon.

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, December 4, 2020

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	12/4/2020	12/4/2020 TPAC Agenda	120420T-01
2	TPAC Work Program	11/20/2020	TPAC Work Program, as of 11/20/2020	120420T-02
3	TPAC/MTAC Workshop Work Programs	11/19/2020	TPAC/MTAC Workshop Work Program, as of 11/19/2020	120420T-03
4	Memo	11/24/2020	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments	120420T-04
5	Memo	11/24/2020	TO: TPAC and interested parties From: Lake McTighe, Regional Transportation Planner RE: Monthly fatal crash update	120420T-05
6	Draft Minutes	11/06/2020	Draft TPAC minutes from 11/06/2020 meeting	120420T-06
7	Resolution 20-5138	12/04/2020	Resolution 20-5138 FOR THE PURPOSE OF ACCEPTING THE FINDINGS IN THE REGIONAL FRAMEWORK FOR HIGHWAY JURISDICTIONAL TRANSFER STUDY	120420T-07
8	Report	November 2020	Regional Framework for Highway Jurisdictional Transfer Study	120420T-08
9	Staff Report	12/04/2020	Staff Report to Resolution 20-5138 with attachments	120420T-09
10	Resolution 20-5141	12/04/2020	Resolution 20-5141 FOR THE PURPOSE OF AMENDING THE FY 2020-21 UNIFIED PLANNING WORK PROGRAM (UPWP) TO INCLUDE THREE ADDITIONAL PLANNING PROJECTS FUNDED SINCE THE UPWP WAS ADOPTED	120420T-10
11	Exhibits to Resolution 20-5141	12/04/2020	UPWP Project Narratives for ODOT: I-5 and I-205 Portland Metropolitan Value Pricing TriMet Red Line MAX Extension TOD & Station Area Planning Tualatin Valley Highway Transit and Development Project	120420T-11
12	Staff Report	12/04/2020	Staff Report to Resolution 20-5141	120420T-12
13	Fact Sheet	N/A	Reimagining Public Safety and Security on Transit	120420T-13
14	Additional presentation slide	12/04/2020	Nov 2020 traffic deaths in Clackamas, Multnomah and Washington Counties	120420T-14

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
15	Resolution 20-5151	12/04/2020	Resolution 20-5151 FOR THE PURPOSE OF AMENDING FIVE EXISTING AND ADDING SIX NEW PROJECTS TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) IMPACTING CLACKAMAS COUNTY, METRO ODOT, SMART, AND, TRIMET (DC21-05-DEC)	120420T-15
16	Exhibit A to Resolution 20-5151	12/04/2020	Exhibit A to Resolution 20-5151	120420T-16
17	Staff Report	11/27/2020	December 2020 MTIP Formal Amendment & Resolution 20-5151 Approval Request	120420T-17
18	Amended Resolution 20-5138	12/04/2020	Amended Resolution 20-5138 (drafted at TPAC 12/04/2020)	120420T-18
19	Handout	N/A	Recommendations from Reimagining Safety & Security on Public Transit project TriMet	120420T-19
20	Presentation	12/04/2020	December 2020 Formal Amendment Summary Resolution 20-5151	120420T-20
21	Presentation	12/04/2020	Regional Framework for Highway Jurisdictional Transfer Request for Action on Final Report	120420T-21
22	Presentation	12/04/2020	2020-21 Unified Planning Work Program Amendments	120420T-22
23	Presentation	12/04/2020	Reimagining Public Safety & Security on Transit: TriMet	120420T-23