



# Meeting minutes

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

Date/time: Friday, January 8, 2021 | 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  
Eric Hesse  
Dayna Webb  
Don Odermott  
Jeff Owen  
Chris Ford  
Karen Williams  
Laurie Lebowsky  
Lewis Lem  
Gladys Alvarado  
Idris Ibrahim  
Wilson Munoz  
Yousif Ibrahim  
Rachael Tupica

## **Affiliate**

Metro  
Clackamas County  
Washington County  
City of Portland  
City of Oregon City and Cities of Clackamas County  
City of Hillsboro and Cities of Washington 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  
Federal Highway Administration (FHWA)

## **Alternates Attending**

Jamie Stasny  
Allison Boyd  
Mark Lear  
Jaimie Huff  
Jay Higgins  
Julia Hajduk  
Jon Makler  
Glen Bolen

## **Affiliate**

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

## **Members Excused**

Jessica Berry  
Lynda David  
Katherine Kelly  
Jessica Stetson  
Donovan Smith  
Taren Evans  
Jennifer Campos  
Rob Klug  
Shawn M. Donaghy  
Jeremy Borrego  
Rich Doenges

## **Affiliate**

Multnomah County  
SW Washington Reg. Transportation Council  
City of Gresham and Cities of Multnomah County  
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  
Jean Senechal Biggs  
Mike Foley  
Kari Schlosshauer  
Ben Bryant  
Michael Goff  
Sandra Hikari  
Roy Watters  
Simone Auger

### **Affiliate**

City of Lake Oswego  
City of Beaverton  
  
Safe Routes to Schools  
  
Oregon Department of Transportation  
Oregon Department of Transportation

### **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	Chris Johnson, Research Manager
Katie McDonald, Tribal Liaison, Metro Council	Metro Councilor Gerritt Rosenthal
Monica Krueger, Transportation Engineer	Matthew Hampton, Senior Transportation Planner
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. Introductions were made. The committee welcomed Julia Hajduk, new alternate member from the City of Sherwood and Cities of Washington County. A quorum of members present was declared. Guests, public 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 has offered staff the option of volunteer furlough work schedules until June 2021. This is not expected to affect replies provided to questions and comments by staff.

Jon Makler noted a comment placed in chat regarding ODOT's work on long-term transition to distance-based work arrangements. The ODOT office of racial equity has grown from the initial Assistant Director to two more staff. Seminars and workshops are being offered to staff, of which one is *work shopping our words* to find common language in the workplace.

Eric Hesse expressed interest in what ODOT is doing, and how experiences with work changes can be shared with organizations and agencies. Mr. Makler added that with 5,000 employees, it was expected that 1,500 employees will become mostly or exclusively teleworking after the pandemic. Chairman Kloster added the telework trends can be shared at TPAC with lessons learned and updates provided. Mr. Hesse added that jurisdictions and agencies express

interest in offering time to TPAC community members to provide background and information on topics to help create an open, equitable and welcome environment.

Jeff Owen noted gratitude for additional Federal funds coming to TriMet soon, which will help avoid service cuts and staff layoffs. TriMet's General Manager is retiring in March, with the Board of Directors beginning the executive search for this position. In addition, TriMet has a new Chief Information Officer (CIO), and new Executive Public Affairs officer. The link for the job opening for Senior Coordinator of Community Engagement Programs with Reimagining Safety on Transit was added to the chat area.

Chairman Kloster noted that JPACT has recently been updating their committee roster since the start of this year. TPAC will receive the updated list once completed.

- **Monthly Metropolitan Transportation Improvement Program (MTIP) Amendments Update** (Ken Lobeck) The monthly submitted MTIP formal amendment and administrative modification project lists during December 2020 timeframe was noted in the meeting packet. Mr. Lobeck noted FY 2021 Reprogramming Administrative Modification project lists and information with funds reprogrammed for later years in the packet memo as well. Contact Mr. Lobeck for any questions on the materials.
- **Fatal crashes update** (Lake McTighe) Ms. McTighe reported that the memo on fatal crashes would be added to the packet. The memo reports on final monthly updates in 2020 and full year numbers of fatal crashes in the tri-county. Since the memo was provided five more deaths have been reported for Dec. 2020, and at least 2 in January 2021. Based on preliminary fatal crash data, in 2020 there were 132 traffic deaths in Clackamas, Multnomah and Washington Counties, and 480 in Oregon. These numbers exclude traffic deaths ruled as suicide.
- **Timeline for 2020-2021 UPWP review and adoption** (John Mermin) Mr. Mermin noted the upcoming timeline with the Unified Planning Work Program (UPWP) describing federally funding project planning in the region. January 28 the first draft of the plan will be sent to Federal, State, and jurisdictional partners and TPAC members. Three weeks later all are invited to the consultation review meeting. March 5 TPAC will review changes from this meeting and updates, with motion to forward to JPACT at the April TPAC meeting. Metro Council is expected to adopt the plan in May.
- **2024-2027 MTIP update** (Grace Cho) Ms. Cho reminded TPAC of the 2024-2027 MTIP discussion at the November meeting where an overview was presented. Input and comments that followed have been added to the work program. TPAC is welcome to reach out for more information or ask for more time on future agendas with this subject.

Eric Hesse asked for information on the Federal authorization of funding for 2021. It would be beneficial to understand who this is integrated into the work plan and RFFA policy direction. Ted Leybold noted that authorization bill was passed the last week in December with a stimulus package. A brief summary of the authorization of funding is being prepared. Known are existing levels for the transportation package, and a one-time stimulus bump in STG program funds. Staff is studying information currently and will provide more details soon.

- **Reminder: Regional Congestion Pricing Study Workshop** (Chair Kloster) A reminder of the rescheduled Regional Congestion Pricing Study workshop for Feb. 25 was given. The meeting notice for the workshop with materials will be provided to TPAC about a week before. It was noted that workshops planned in 2021 will be listed on work programs for TPAC this year.
- **Reminder: Regional Emergency Transportation Routes (RETR) Update** (Kim Ellis) Ms. Ellis noted the draft report of the Regional Emergency Transportation Routes was being reviewed by the project team. This will be discussed at the Feb. 17 MTAC/TPAC workshop. At the March TPAC meeting staff will be asking for approval to send to JPACT on the report. Ms. Ellis confirmed that ODOT alternate routes suggested have been incorporated into the report. TPAC may contact Ms. Ellis for questions or comments.

### 3. Public Communications on Agenda Items (none)

### 4. Consideration of TPAC Minutes from December 4, 2020

With no corrections or additions to the minutes:

**MOTION: To approve minutes from December 4, 2020 as written.**

Moved: Jeff Owen

Seconded: Don Odermott

**ACTION: Motion passed unanimously.**

### 5. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5154 (Ken Lobeck) Mr. Lobeck presented the January 2021 MTIP formal amendment resolution 20-5154 that applies to the 2021-24 MTIP. The amendment contains three projects.

Project 1: SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)

The formal amendment:

- Adds local overmatching funds to the Preliminary Engineering (PE) and Right-of-Way (ROW) phases.
  - Increased consultant costs as indicated by recent consultant contracts with Clackamas County has increased the PE phase cost
  - Identification of a right of way file that likely requires a full take and relocation has increased the ROW phase cost
- Cost increase = 56% and is above 20% threshold for administrative actions
- Total project cost increases from \$1,583,644 to \$2,485,620.

Project 2: Washington County Regional ATC Controller Project

Project 3: Transportation System Management & Operations (TSMO) Program 2019

The formal amendment:

- Adds the new Washington County ATC upgrade project to the 2021-24 MTIP and STIP.
- The project will replace one 163 older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC) and include local software, and central signal system upgrades.
- Funding support is from Key 20884 (Metro TSMO funding project grouping buckets for a total of \$1,151,936 federal STBG) with a total project cost of \$1,283,780.

Staff is requesting an approval recommendation for the 3 projects to JPACT for Resolution 21-5154 under MTIP Amendment JN21-06-JAN.

**MOTION: To approve recommendation for the three projects to JPACT for Resolution 21-5154 under MTIP Amendment JN21-06-JAN.**

Moved: Jon Makler

Seconded: Karen Buehrig

**ACTION: Motion passed unanimously.**

- 6. TPAC 2021 work program review** (Chair Kloster) Chairman Kloster highlighted some agenda items listed in the current TPAC work program. A survey to members asking for the feedback and input will be provided next week on how scheduling for TPAC in 2021 can be arranged more advantageously. Questions on top priorities with MPO and information agenda items, extended meeting times, additional or specific TPAC workshops, compressed presentations, and possible memos or fact sheets to replace full agenda items will be asked.

Comments from the committee:

- John Makler noted in the chat area that top priorities provided by community members be asked in the survey. He added it was estimated 30+ hours of TPAC time was divided between action/information items with large projects such as the Regional Mobility Policy Update, RTP planning and RFFA project being of large concern. It was important to remember that in addressing the relationship of equity and how this manifests to power in the region, roughly 25% of TPAC time to address equity systemic power balances be scheduled for impact.
- Jeff Owen supports the idea of using our time wisely. For those paid with these topics at work, he would welcome longer/more meetings for in-depth discussions.
- Karen Buehrig noted her focus of priorities was driven by what needs to be recommended to JPACT from TPAC, and providing enough time at meetings to discuss these subjects. There was concern not enough time has been scheduled for RFFA policy direction on the current work program. Workshop would be a way to provide this. Building on Mr. Makler's comments, it was suggested to make sure TPAC provides an equitable way the community members to participate in these discussions with TPAC being supportive.
- Mark Lear noted that the most important role of TPAC was being the technical analyst for JPACT; to identify issues and provide options for JPACT policy consideration. He was concerned about the lack of safety not included in STIP discussions. He suggested TPAC be more motivated and focused about our discussions for the community, on the committee and beyond, that empower subject discussion.
- Chris Deffebach appreciated the survey idea and suggested having more of them as priorities may change. It was felt TPAC role was to support JPACT for informative policy action items, with time needed at TPAC to discuss the projects and funding opportunities. Core MPO topics such as MTIP, RFFA and RTP with prioritizing and funding discussions require time to digest. It was suggested that TPAC subcommittees may be formed for analysis of details, such as Safety, Freight, and MTIP, as Transport does now. They can provide proposed action/outcomes for TPAC consideration.

Chairman Kloster thanked the committee for the feedback on this discussion. The survey will be sent to members and reported on at the next meeting. Further review of the work program will continue as the year progresses.

- 7. Project Funding Obligation Targets** (Ted Leybold and Ken Lobeck) Ted Leybold began the presentation by defining what the obligation targets were; contractual commitment by USDOT to reimburse project

expenses. The targets utilize tools to improve on-schedule delivery of projects and maximize federal revenue, and only applies to projects funded through the regional flex fund allocation (RFFA) process.

When the new MTIP is updated, project programming occurs with the federal amount committed to a project phase, and programmed in the expected year of obligation. USDOT considers this a legal agreement between the State Department of Transportation, MPOs, and lead agencies. Based on the federal fund allocations and established rules to obligate and expend the funds, USDOT then works to ensure the annually programmed federal funds are available for the project.

Federal fiscal year 2021 is the first year the Obligation Targets will apply. The minimum obligation goal for this first year will begin below 80% and be gradually increased up to 80% over a multi-year period. To evaluate and test the program procedures and business practices, Metro will evaluate the annual obligation results based on the 80% threshold. Overall management and refinement of the statewide Obligation Targets Program will continue to be monitored and evaluated, with frequent reporting at TPAC.

The next steps in the process were outlined with communication as key: participation in project meetings, communication through obligation reporting, development of the next RFFA process, and staying informed about the program penalties and rewards. Mr. Leybold noted the memo in the packet prepared by Ken Lobeck that contained the final list of projects comprising the FY 2021 Obligation Targets Program for New Funding projects, and the results of the review of the Older Funding Projects.

Comments from the committee:

- Chris Deffebach asked how the role of de-federalization worked. How are projects selected to be de-federalized without being penalized? Mr. Leybold provided examples of two examples for selection of de-federalizing allowed without penalization; funds are swapped between projects when agencies have capacity to pick available projects for de-federalizing, or large projects where jurisdictions have a lot of overmatching funds where they can exchange projects without being penalized. The requirements for obligating funds on time with schedules and meeting budgets still applies.
- Mark Lear asked how the reauthorized funding allocated to MPOs and then out to projects was included in the 80%? Mr. Leybold reported it depended on the federal program in which it comes from. In the current fiscal year the allocations come from existing federal funding programs. Mr. Lear noted potential systemic barriers may occur by this method and further discussion might be helpful with development work. Mr. Lobeck added that conditions with the stimulus funds may carry further requirement and rules to follow. These will be reported to TPAC with further updates.

- 8. Oregon City-West Linn Pedestrian and Bicycle Bridge Concept Plan** (Sandra Hikari, ODOT/ Dayna Web, Oregon City/ Roy Watters, ODOT) Sandra Hikari began the presentation by explaining the purpose of the Oregon City/ West Linn Pedestrian and Bicycle Bridge Concept Plan to identify potential bridge locations and provide opportunities for community and local agency conversations to reimagine a new crossing. Oregon Department of Transportation in partnership with Oregon City, West Linn, Clackamas County and Metro is initiating a planning effort to investigate the feasibility of a pedestrian and bicycle bridge across the Willamette River connecting Oregon City and West Linn.

This project will identify potential bridge locations and provide opportunities for community and local agency conversations to reimagine a new crossing. A key component of this project is to consider the historical significance of the study area and evaluate crossing options with minimal impacts to natural and cultural resources.

A new pedestrian and bicycle bridge will enhance access for people walking and biking and provide the region with opportunities to reconnect with the river and enhance the connection in the regional bikeway and pedestrian system. Completing the multimodal network with a river crossing creates essential access to and along the Willamette River between Gladstone, Oregon City, and West Linn.

The project management team, advisory committee and leadership team roles were shared. Demographic analysis with age and people of color in the focus study area was shown. The project schedule was provided with the final concept plan expected to be adopted in June 2021.

It was noted this project had an aggressive timeline. Public outreach and opportunities to gather feedback from the community is being done in which to capture as much information as possible. Karen Buehrig noted her appreciation on these efforts and asked if there was a project website. This was provided to the committee in the chat area: <http://www.oregon.gov/odot/projects/pages/project-details.aspx?project=OCWLPBBCP>

**9. Committee comments on creating a safe space at TPAC** (Chairman Kloster) Comments from the committee were shared:

- Interest in having more of community member input on topic priorities at meeting discussions. Chairman Kloster will follow up on this.
- Suggestion we build more community advocacy groups and organizations in TPAC input participation via outreach and building relationships.

**10. Adjournment**

There being no further business, meeting was adjourned by Chairman Kloster at 11:30 am.

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, January 8, 2021

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	1/8/2021	1/8/2021 TPAC Agenda	010821T-01
2	Memo	12/30/2020	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments	010821T-02
3	Draft Minutes	12/04/2020	Draft TPAC minutes from 12/04/2020 meeting	010821T-03
4	Resolution 20-5154	01/08/2021	Resolution 20-5154 FOR THE PURPOSE OF AMENDING TWO EXISTING AND ADDING ONE NEW PROJECT TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) IMPACTING CLACKAMAS COUNTY, METRO, AND WASHINGTON COUNTY (JN21-06-JAN)	010821T-04
5	Exhibit A to Resolution 20-5154	01/08/2021	Exhibit A to Resolution 20-5154	010821T-05
6	Staff Report	12/28/2020	Staff Report to Resolution 20-5154	010821T-06
7	Memo	01/02/2021	TO: TPAC and interested parties From: Caleb Winter, TSMO Program Manager, Senior Transportation Planner RE: TSMO Sub-allocation for FFY19-21	010821T-07
8	TPAC work program	12/29/2020	TPAC work program as of Dec. 29, 2020	010821T-08
9	TPAC/MTAC workshop work program	12/29/2020	TPAC/MTAC workshop work program as of Dec. 29, 2020	010821T-09
10	Memo	12/29/2020	TO: TPAC and interested parties From: Ken Lobeck, Funding Program Lead RE: Obligation Targets Program Overview	010821T-10
11	Fact Sheet	November 2020	Oregon City/West Linn Pedestrian and Bicycle Bridge Concept Plan	010821T-11
12	Memo	01/04/2021	TO: TPAC and interested parties From: Lake McTighe, Regional Planner RE: Monthly Fatal Crash Update	010821T-12
13	Additional presentation slide	01/08/2021	Dec. 2020 traffic deaths in Clackamas, Multnomah and Washington Counties	010821T-13



<b>Item</b>	<b>DOCUMENT TYPE</b>	<b>DOCUMENT DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
14	Presentation	01/08/2021	January 2021 MTIP Formal Amendment Summary Resolution 21-5154	010821T-14
15	Presentation	01/08/2021	Project Obligation Targets Update	010821T-15
16	Presentation	01/08/2021	Oregon City/West Linn Pedestrian & Bicycle Bridge Concept Plan	010821T-16