

# Meeting minutes

Meeting: **Transportation Policy Alternatives Committee (TPAC) Workshop**  
Date/time: Wednesday July 14, 2021 | 10:00 a.m. to 12:00 noon  
Place: Virtual online meeting via Web/Conference call (Zoom)

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**Members Attending**

Tom Kloster, Chair  
Karen Buehrig  
Allison Boyd  
Lynda David  
Eric Hesse  
Dayna Webb  
Jay Higgins  
Jeff Owen  
Chris Ford  
Lewis Lem  
Idris Ibrahim

**Affiliate**

Metro  
Clackamas County  
Multnomah 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  
TriMet  
Oregon Department of Transportation  
Port of Portland  
Community Representative

**Alternates Attending**

Jaimie Huff  
Glen Bolen

**Affiliate**

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

**Members Excused**

Chris Deffebach  
Don Odermott  
Karen Williams  
Laurie Lebowsky  
Jessica Stetson  
Donovan Smith  
Wilson Munoz  
Yousif Ibrahim  
Rachael Tupica  
Katherine Kelly  
Rob Klug  
Shawn M. Donaghy  
Jeremy Borrego  
Rich Doenges

**Affiliate**

Washington County  
City of Hillsboro and Cities of Washington County  
Oregon Department of Environmental Quality  
Washington State Department of Transportation  
Community Representative  
Community Representative  
Community Representative  
Community Representative  
Community Representative  
Federal Highway Administration  
City of Vancouver, WA  
Clark County  
C-Tran System  
Federal Transit Administration  
Washington Department of Ecology

**Guests Attending**

Mike Foley  
Jean Senechal Biggs  
Vanessa Vissar  
Scott Turnoy

**Affiliate**

City of Beaverton  
Oregon Department of Transportation  
Oregon Department of Transportation

### **Guests Attending**

Susan Peithman  
Kelsey Lewis  
Sarah Iannarone  
Laura Edmonds  
Katheryn Hartinger  
Andrea Pastor  
Brad Perkins  
Roxann Glynn

### **Affiliate**

Oregon Department of Transportation  
City of Tualatin  
The Street Trust  
North Clackamas Chamber of Commerce  
BPS

### **Metro Staff Attending**

Dan Kaempff, Principal Transportation Planner	Kim Ellis, Principal Transportation Planner
Lake McTighe, Senior Transportation Planner	Grace Cho, Senior Transportation Planner
Tim Collins, Senior Transportation Planner	Matthew Hampton, Sr. Transportation Planner
Ted Leybold, Resource & Dev. Manager	John Mermin, Senior Transportation Planner
Molly Cooney-Mesker, Communications	Cindy Pederson, Research Manager
Eliot Rose, Tech Strategic Planner	Tim O'Brien, Principal Planner
Eryn Kehe, Investment Planner	Tyler Frisbee, Legislative & Government Affairs
Marie Miller, TPAC Recorder	

## **1. Call to Order and Introductions**

Chairman Kloster called the meeting to order at 10:00 a.m. Introductions were made. Reminders where Zoom features were found online was reviewed.

### **Committee member updates around the Region**

- Chairman Kloster provided an update on Metro Regional Center with limited number of employees returning to offices this summer as a test run, following remodeling and COVID measures taken for safety.
- Eric Hesse announced that the Portland building had a soft opening for limited number of staff following COVID protocols. There is still much to learn with adjustments to come.
- Jeff Owen provided an update from TriMet. Sam Desue, Jr. has been hired as the new General Manager. TriMet's new Board President is Director Simons, and new Vice President Director Bowman. At the next Board of Directors meeting July 28 it will be the first in Trimet's history to be presided by a female.

## **2. Public Communications on Agenda Items - none**

- ## **3. Metro Legislative Session Recap Update (Tyler Frisbee)**
- Ms. Frisbee provided updates on the State and Federal level regarding legislative news. Noting this was Infrastructure Day with a visit in Eugene by Transportation Secretary Buttigieg (<https://www.msn.com/en-us/news/politics/transportation-secretary-buttigieg-to-visit-eugene-covallis-with-defazio-on-wednesday/ar-AAM7awV>) there were many happenings in transportation news but no clear pathway forward quite yet.

The 2021 Legislature convened on January 19 and adjourned on June 26, one day before its constitutional deadline. This session resembled no other regular session in Oregon history as it was held in the midst of a global pandemic. This meant that the public was barred from the Capitol for safety reasons, all committee hearings were held remotely by videoconference and floor sessions

were in-person for legislators only. This created unique challenges for those involved in the legislative process because communication was more difficult, especially to legislators. While under normal circumstances one can catch members for brief conversations in a number of places in the Capitol, staff are readily available for drop-by conversations, and lobbyists roam the halls and collaborate easily, the elimination of in-person activity dramatically reduced the sheer volume of information exchanged and made it much more difficult to reach members.

Much of the session was focused overall on COVID-19 response, wildfire response and racial justice. Additionally, the session started with concerns about budget cuts and a troubling financial forecast for the state and ended with a significant influx of federal funds through the American Rescue Plan Act of 2021 and a rosier outlook for anticipated state revenues. This resulted in historic levels of spending this biennium. A considerable portion of the funding was one-time and focused on addressing economic recovery, housing and homelessness, education, behavioral health, wildfire recovery and disaster preparedness, racial equity, and water systems.

### Transportation

In the 2021 Legislative Session, the Joint Transportation Committee established by HB 2017 (2017) was the primary committee that discussed and debated transportation bills and is where much of the session's action on transportation took place. Highlights of the more significant bills and concepts they contemplated are provided below.

#### *Congestion pricing and HB 2017*

HB 3055 is an omnibus bill that contains multiple provisions related to transportation. Of significant note are the portions that provide a financial pathway to deliver on HB 2017's major projects and further flesh out the congestion pricing program established in HB 2017. These portions of the bill went through multiple iterations, including amendments out of a stakeholder process with legislative leadership, local governments from the greater Portland area, ODOT and environmental organizations. The final version of the bill had the support or neutrality of nearly all of the local governments in the region that submitted statements on the record and contains the following provisions:

- Expands the use of the funding previously dedicated to the Rose Quarter project, allowing it also to be used for I-205, Boone Bridge and the implementation of the tolling program itself
- Calls out the dual purpose of the tolling program: manage congestion and raise revenue
- Requires the OTC to ensure that tolling reduces congestion and improves safety on the interstate and on adjacent streets impacted by tolling and minimizes and mitigates impacts to historically and currently underrepresented communities
- Requires government-to-government collaboration to determine the traffic, equity, safety and climate impacts of tolls and to make investments to reduce those impacts
- Requires that ODOT establish a method for implementing income-based toll rates

#### *Road User Fee*

Proposed by the Road User Fee Task Force, a legislatively created group charged with developing sustainable transportation funding, HB 2342 would have required that all new model year 2027 vehicles that get 30 mpg or greater participate in Oregon's per-mile road usage charge program. The bill passed out of the Joint Transportation Committee but lacked support and failed in Ways and Means.

### *State funding for state-owned highways*

Jurisdictional transfer and state funding for state-owned highways was another topic discussed by the Joint Transportation Committee. HB 2744, a concept discussed in previous sessions, would have authorized jurisdictional transfer studies statewide and established a jurisdictional transfer fund. New this session was the carving out of the Portland area for the study portion because our region has already completed such a study. The bill failed to pass out of the Joint Transportation Committee.

HB 5006 provided \$80 million for safety improvements on 82nd Avenue. Along with a commitment of \$70 million from ODOT and \$35 million from PBOT, this provides full “state of good repair” funding and facilitates the transfer of 82nd Avenue to the City of Portland. This bill also includes \$4 million for the Sunrise Gateway Corridor community engagement and visioning effort.

### *Local control*

There were a number of bills that increased local control over transportation systems. In particular, HB 2530 passed and made permanent the City of Portland’s authority to operate fixed speed photo radar on urban high-crash corridors. As introduced, the bill extended this authority to other cities with populations of 50,000 or more, but that provision was not included in the final bill. However, committee discussions indicate that there will likely be conversations over the interim and similar concepts introduced in the future.

Additionally, the omnibus transportation bill, HB 3055, also contained provisions that give ODOT increased authority to delegate speed limit setting to certain jurisdictions in the Portland region, subject to criteria adopted by ODOT. Jurisdictions would have the option to petition ODOT to set speed limits on their local roads, subject to ODOT criteria and approval.

Lake McTighe noted that cities are allowed to use fixed red light cameras at intersections to enforce speed, however, there are a lot of cost and administrative (and political) barriers to implementing fixed photo camera programs. Understanding these barriers and identifying possible solutions will be something to focus on as we move forward.

Sarah Iannaron noted that The Street Trust’s legislation sponsored by Sen Floyd Prozanski (SB 395) to update the historic Bike Bill on its 50th anniversary, would have increased spending for safe routes for walking and biking but did not make it out of the joint transportation committee. We were told to go back to the drawing board and come back with a new revenue stream for that work, so... we should probably do that.

### **Federal Legislative Update**

Congress continues to have a lot of infrastructure and transportation related activity, but the path forward remains unclear. This is an important time for local government officials and advocacy organizations to communicate the impact that a robust transportation bill (and new transportation policy) could have on our communities.

### *Bipartisan Infrastructure Deal*

The bipartisan infrastructure deal represents agreement on a set of topline numbers for infrastructure funding (mostly transportation funding, but including other water, broadband, and sewer infrastructure initiatives). That agreement is currently being turned into legislative text. If

that deal moves through the Senate, it will set the topline numbers for the transportation authorization proposals, and the transportation authorization bills will set policy.

Over the next few weeks there will be lots of bumps as the bipartisan deal comes closer to reality, these bumps don't necessarily mean the deal is finished. A successful deal will require a strong push from President Biden. Part of what local governments can do to keep momentum moving forward is to stay focused on the big picture: what significant transportation (and infrastructure) funding can do for the people we serve.

#### *House of Representatives Transportation Action*

The INVEST Act, the transportation authorization proposal put forward by the House of Representatives, under the guidance of Transportation and Infrastructure Chairman Peter DeFazio, passed the House of Representatives with a bipartisan vote at the end of June. The INVEST Act has a strong focus on increased multimodal investment and meeting local needs and aligns with much of the JPACT Federal Legislative Agenda. The House is ready to go to Conference should the Senate take action.

#### *Senate Transportation Action*

The Senate Environment and Public Works Committee has passed a bill out of Committee; they address the highway and road components of transportation authorization but the Banking and Commerce Committees both need to take action on the transit and rail titles (respectively). Both committees appear to be waiting for clearer direction from the bipartisan infrastructure deal before they take further action.

#### *Earmarks*

The INVEST Act includes \$30 million in earmarks directed to the Portland region, which is a significant achievement for the Portland region. The Senate is currently not considering earmarks, but congressional staff are aware of the region's earmark package. If a transportation authorization bill is to include earmarks, it will have to go through "regular" Senate order (i.e. not use the reconciliation process).

Eric Hesse asked if a gas tax increase was still off the table. Ms. Frisbee noted there is possible discussion about the future alignment of gas tax with inflation but no decisions yet. Jaimie Huff asked is there are any updates on congressionally directed spending proposals through the Senate process. Ms. Frisbee noted Senate staff are currently not collecting info for earmarks. However, the House appropriation bill does contain transportation earmarks as mentioned.

Further updates can be provided to TPAC this fall when real movement on the Federal side is anticipated by October.

- 4. Tualatin Valley (TV) Highway Project (Eryn Kehe)** Ms. Kehe announced that the Helping Obtain Prosperity for Everyone (HOPE) grant was awarded to Metro by the Federal Transit Administration, to address transportation challenges faced by areas of persistent poverty. With this funding two areas of work will be addressed; public transit planning and developing an equitable development strategy.

The public transit planning furthers plans for the bus rapid transit components of the Get Moving 2020 concept for TV Highway and focuses the study on use of electric vehicles in this area.

Equitable development goals are to ensure community economic and housing development needs are reflected. The project will create a coalition of advocates, community representatives, funders, housing and service providers to participate in ongoing corridor efforts. Key to the project is ensuring that existing community and future low-income resident's needs are integrated in planning.

It was noted that 48% of corridor residents identify as people of color. On this corridor, 40% of the population below 200 percent of the poverty line. Over 30,000 jobs in located in the area—54% pay less than \$40,000 per year. It was noted than in the unincorporated areas along the corridor the commute time for workers is more than 1 hour. Line 57 is 10th in TriMet system providing access to communities of concern, jobs, affordable housing, and social services.

TV Highway roadway geometry creates conflicts between automobiles, transit, freight, pedestrians and bicycle users. There is concern about 204 serious injuries and fatalities on this corridor between 2007 and 2017. In addition, significant transit delay and travel time costs for transit dependent riders. Ms. Kehe noted the TV Highway corridor has a long history of planning over the years to build on. Jean Senechal Biggs added that the City of Beaverton has also studied OR-8 in the past -- including the Civic Plan (2011) and the Creekside District Plan (2014). It was recommended they be added to this list. It was noted that TV Highway in Beaver is Canyon Road; they are the same facility. Downtown Beaverton is home to many of those BIPOC and low income residents identified in the corridor. The need is in Downtown Beaverton, too.

The HOPE grant details were provided:

Federal funds: \$850,000

Local match (Metro): \$94,450

Total: \$944,450

Start: August, 2021 (anticipated)

Complete: Summer 2023

Work products identified from this project are:

1. Equitable Development coalition and Steering Committee
2. Equitable Development Strategy
3. Transit travel time & reliability analysis
4. Electric bus feasibility study
5. Transit investment conceptual design

Committee structures are being developed for the project. These include Tualatin Valley Highway Coordinating Committees (tech & policy), Equitable Development Coalition, and TV Hwy Steering Committee. More information on the project can be found at

<http://www.oregonmetro.gov/news/metro-receives-850000-grant-federal-transit-administration>

Sarah Iannarone asked what is included under "EV" in this project – SOV, freight, bus. Ms. Kehe noted more information is needed to answer this question at this point but will followed up later for answering. Jeff Owen noted the mention of partners, which TriMet will be part of the effort. It was his understanding that with this approach TriMet leads the design process of the analysis of travel time and reliability of improvements, and the assessment of electric technology for the corridor. Ms. Kehe agreed and noted they are currently laying out these plans.

Chairman Kloster noted this project will help as part of the RTP update which TPAC will be hearing about soon. Ms. Keye will provide updates to TPAC as the project develops.

**5. 2024-27 ODOT Administered Funding Program Allocations Updates – Enhance Discretionary Program and Pedestrian and Bicycle Program** (Chris Ford & Susan Peithman, ODOT) Ted Leybold provided an introduction. This presentation is designed to show the development of MTIP and funding allocations that ODOT is making for the Federal FY 2025-27, and where we are currently in the process. Each Metropolitan Planning Organization includes projects and funding, coordinated between ODOT and MPOs. Input and feedback are gathered according for regional plans. After ODOT decides which projects and funding are chosen they come back to MPOs with a proposal that explains the selections for the MTIP.

Susan Peithman, ODOT, presented an overview of Public and Active Transportation in the 25-27 STIP now being developed. The Strategic Action Plan was developed with implementation steps outlined through 2023. The metric by end of 2023 is to *increase the percentage of agency funding dedicated to projects and programs that improve equitable access to walking, biking, and transit.*

The Oregon Transportation Commission approved the STIP funding allocation in December 2020.

Category	Amount in Millions
Fix-It	\$800
Public and AT	\$255
Enhance Highway	\$175
Safety	\$147
Local Programs	\$404.5
ADA	\$170
Other Functions	\$161.4
Total	\$2.1 billion

The process and considerations for public and active transportation sub-allocations was presented. These include advisory committee and stakeholder feedback, needs from modal plans and Strategic Action Plan priorities, relative availability of other funding options, and staff ability to deliver.

Public transportation and transportation funding options was presented as well as pedestrian and bicycle funding. Highlighted were the Ped/Bike Strategic and ODOT SRTS Infrastructure programs. Ms. Peithman noted they are taking a data driven approach to project selection, utilizing Active Transportation Needs Inventory (ATNI) to prioritize project locations. This management system informs investments on Inventory of the existing pedestrian, bicycle and shoulder facilities on state highways, assessment of the existing facilities relative to ODOT’s minimum design standards, and an evaluation of gaps and deficiencies using evaluation criteria to prioritize system needs.

The ATNI considerations and prioritization factors, weight and evaluation criteria were shown. Ped/Bike Strategic and ODOT SRTS Project Selection Strategy:

- Overall – highest need locations first, ensure appropriate for federal funds, consider cost-effectiveness, project readiness
- Leverage - identify leverage projects with Fix-It programs, ADA and ARTS at high need locations (top 10%)
- Stand-alone – develop stand-alone projects at highest need locations (top 1-5%). Emphasis on bundling for projects such as crossings

- SRTS – utilize unfunded SRTS applications at high need locations (top 20%)
- Review of 300% list - working with agency funding program managers, ATs, regions (DMs, AMs)
- Project readiness - review project concepts for readiness and if project large and complicated enough to use federal funds
- Identify strategies to speed construction in 24-27 such as PE in 21-24

The public involvement process is now underway on the Ped/Bike Strategic and ODOT Safe Routes to School. The current focus is to inform through transparency in project selection process, website with FAQ, program background, and updates, and presentations to ACTs, OMPOC, PTD ACs, AOC, and LOC on program overview. Next phase is with consulting online open house with 150% list of projects (Sept-Oct) and discussions with ACTs and ACs (Aug-Oct).

Comments from the committee:

- Jean Senechal Biggs noted it was good to see additional funds and attention given to SRTS programs. Two questions: 1) How does ODOT approach project development with these funds? 2) What is the role of local agencies on projects that ODOT delivering on state facilities? Ms. Peithman noted the approach for project development with Active Transportation projects was recently finished and now shifts to info on sidewalk crossings with safety issues critical. The Action Plan was developed for a statewide perspective with multi-mobility networks. This approach in development will come down to project developments for the next STIP.

Regarding the role of local agencies on project with ODOT facilities, sidewalk improvements are one element that local input can assist for evaluations and feedback. ODOT is working with local agencies on feedback with the 150% list and working with ACTS for further information.

- Karen Buehrig acknowledged the work from ODOT on these actions. Regarding the strategic funds, is there a disbursement plan among the state different regions? Ms. Peithman noted the emphasis of project priorities and has chosen not to have regional distribution. It was added ODOT is currently updating performance measures for a report to the legislature with a focus on corridor investment. And they are adding a crossing frequency metric on state corridors.

Chris Ford presented information on the 2024-2027 STIP Enhance Highway Discretionary program. This program is a state highway operational enhancements program budgeted for \$65 million in the 24-27 STIP. Thirty percent of funds are dedicated to rural areas outside MPOs. The purpose of the projects are to improve congestion or freight conditions that will benefit safety, accessibility, equity and/or climate outcomes. Projects that leverage matching funds may have advantage.

The draft Region 1 list proposed strategy was created to identify approximately \$30M of highway investments geographically distributed throughout Region 1 and to include rural projects. The strategy includes applying STIP Enhance Highway Discretionary requirements and considerations and consideration of project cost and readiness.

Projects with concepts for considerations were shown. **Regionally these included:**

***I-5 Active Traffic Management/Intelligent Transportation Systems***

Location: NB (Boone Bridge to Marquam Bridge) SB (OR 217 to Boone Bridge)

***Additional Active Traffic Management opportunities***

Location: I-84 WB (Troutdale to I-205)

I-205 NB (82nd Dr to Flavel St)

I-205 SB (Johnson Creek Blvd to OR 212)

US 26 WB (Sylvan to Cornelius Pass Rd)

**Concepts for Consideration – Clackamas County**

I-5 NB Charbonneau auxiliary lane extension (\$8M-\$10M) - Metro

US 26/Timberline Road intersection improvement (\$2M) - Rural

OR 224 WB third lane/right turn lane (\$18M-\$20M) - Metro

Government Camp rest area development advanced investigations - Rural

**Concepts for Consideration – Hood River County**

Cascade Locks: WaNaPa/Toll Booth Road (\$4M) - Rural

Hood River: I-84 EB Exit 62 to Mt Adams Ave (\$2M-\$4M) - Rural

**Concepts for Consideration – Multnomah County**

I-5 NB at Corbett Ave: Active Traffic Management

**Concepts for Consideration – Washington County**

OR 217 SB braided ramps, auxiliary lane and third lane extension (planning)

Currently ODOT is seeking input from ACTs, MPOs on possible projects with proposals due from ODOT staff by the end of August. ODOT will generate a draft project list totaling about \$80 million early September. Project scoping and GHG analysis will take place from September through November. Input from ACTs and MPOs on scoped projects will be received December 2021 through January 2022. The final project list totaling \$65 million will be completed between February and March 2022.

Comments from the committee:

- Eric Hesse asked for more information on the project proposals with expectations on analysis and scoping, and how these address improvements to travel time and traffic flows. Scott Turnoy with ODOT noted data on before and after projects have provided crash frequency and travel time improvements. Over time corridor with active transportation management systems have shown improvements in travel time reliability, reducing crashes and managing congestion. These vary by locations and length of corridor. Past analysis on projects has provided good bases to develop more before/after data information that over time shows how travel time improves and addresses safety and congestion.
- Kim Ellis noted it would be helpful to learn how GHGs will be evaluated. Mr. Turnoy noted past traffic improvement projects have been used in models showing emissions from the freeway system that could be used to identify impacts from proposed projects looking at in the STIP. Mr. Turnoy noted an approach forwarded by Amanda Pietz that looks at where the project falls on the side of positive or negative impact. If negative, were there possible mitigations to consider. This analysis of GHGs is still being worked on.
- Karen Buehrig asked what background information guided the selection of the initial project list. It appeared ability to leverage projects with scope and size of projects. Mr. Ford noted ODOT staff held discussions and focused on projects that would get projects delivered and affective, with reasonable costs and deliverable options. Many of the projects have been preplanned or designed, with multi-modal transportation options improvements in the region.

**6. Adjournment**

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

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC workshop meeting, July 14, 2021

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	7/14/2021	7/14/2021 TPAC Workshop Agenda	071421T-01
2	TPAC Work Program	7/7/2021	TPAC Work Program as of 7/7/2021	071421T-02
3	Presentation	7/14/2021	TV Highway HOPE Grant	071421T-03
4	Presentation	7/14/2021	Overview of Public and Active Transportation in 24-27 STIP	071421T-04
5	Memo	7/7/2021	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner RE: 2024-2027 Metropolitan Transportation Improvement Program (MTIP) Development – Update on ODOT Funding Programs	071421T-05
6	Presentation	7/14/2021	2024-2027 STIP Enhance Highway Discretionary Program	071421T-06
7	Web link	7/14/2021	2024-27 STIP Region 1 website link	071421T-07