

Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC)**
Date/time: Friday, September 3, 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
Allison Boyd
Lynda David
Eric Hesse
Dayna Webb
Jay Higgins
Jeff Owen
Chris Ford
Laurie Lebowsky
Karen Williams
Jessica Stetson
Idris Ibrahim
Rachael Tupica
Katherine Kelly

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
Washington State Department of Transportation
Oregon Department of Environmental Quality
Community Representative
Community Representative
Federal Highway Administration (FHWA)
City of Vancouver

Alternates Attending

Erin Wardell
Jaimie Lorenzini
Julia Hajduk
Glen Bolen

Affiliate

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

Members Excused

Chris Deffebach
Don Odermott
Lewis Lem
Wilson Munoz
Yousif Ibrahim
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Rich Doenges

Affiliate

Washington County
City of Hillsboro and Cities of Washington County
Port of Portland
Community Representative
Community Representative
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Mike Foley
Isabella Garcia
Will Farley

Affiliate

Portland Mercury
City of Lake Oswego

Garet Prior
Adela Mu
Josh Channell
Sarah Iannorone
Steve Koper
Della Mosier
Mandy Putney
Jean Senechal Biggs
Bob Kellett
Anvitha Mahankali
Bhavika Buddi
Chris Smith
Zach Lindahl
Jon Makler
Unidentified phone listener

Oregon Department of Transportation
WSP
WSP
The Street Trust
City of Tualatin
Oregon Department of Transportation
Oregon Department of Transportation
City of Beaverton
Portland Bureau of Transportation
Jesuit High School
Westview High School

Metro Staff Attending

Ted Leybold, Resource & Dev. Manager	Kim Ellis, Principal Transportation Planner
Lake McTighe, Senior Transportation Planner	Caleb Winter, Senior Transportation Planner
Tim Collins, Senior Transportation Planner	John Mermin, Senior Transportation Planner
Eliot Rose, Sr. Tech & Transportation Planner	Maribeth Todd, Sr. Research & Modeler
Cindy Pederson, Research Center Manager	Chris Johnson, Research Center Manager
Grady Wheeler, Sr. Internal Comm. Coordinator	Marie Miller, TPAC Recorder

Call to Order, Declaration of a Quorum and Introductions

Chairman Kloster called the meeting to order at 9:30 a.m. Introductions were made. A quorum of members present was declared. Guests, public and staff were noted as attending. Reminders where Zoom features were found online was reviewed.

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.
- **Updates from committee members and around the Region** (Chairman Kloster and all) Jeff Owen announced that he was leaving TriMet at the beginning of October and would be transitioning into his new position at HDR starting in November. Appreciation for his service on TPAC was noted by staff and committee members. On Sept. 5 TriMet will update their fall service adjustments. Full list linked here: <https://news.trimet.org/2021/08/moving-riders-faster-steers-trimets-package-of-fall-service-improvements/> It was noted that while rider distance space requirements on buses and trains have been lifted, masks are still required, following best guidance and rules.

Chris Ford announced that Jon Makler had resigned from ODOT. Glen Bolen will be serving as Interim in his position.

Jessica Stetson noted the community feedback from the City of Milwaukie on bike lane improvements that have increased safety, especially for school students this fall. A huge thank you to all those that contributed to these efforts.

- **Monthly MTIP Amendments Update** (Ken Lobeck) Chairman Kloster referred to the memo submitted by Ken Lobeck in the packet on the monthly submitted MTIP formal amendment and administrative modification project lists during July and August 2021 timeframe. For any questions on the monthly MTIP amendment projects you may contact Mr. Lobeck directly.
- **Fatal crashes update** (Lake McTighe) Ms. McTighe noted the memo in the meeting packet, which provides an update on the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties over the previous month and the total for the year, already out of date. In August as of the 31st, 10 people have been reported killed in traffic crashes in the three counties. In 2021 in the three counties, 82 people have been killed, an average of 10 people a month, 1 person every 3 days. Many more have been seriously injured.

Jeff Owen noted the charts with yearly fatalities. Would there be information on number of fatalities per year going forward, and would this mean an increasing uptake on numbers or reduction? Ms. McTighe noted the fatal crashes numbers are trending upward, more steeply currently. This would be discussed at JPACT in her progress report with discussion on what more could be done. For any questions on the information you may contact Ms. McTighe directly.

- **DLCD Climate Friendly and Equitable Communities rulemaking** (Kim Ellis) Ms. Ellis noted the handout in the packet on Climate-Friendly and Equitable Communities Rulemaking produced by DLCD. Meetings at the state level are being held on climate change following the Governor's Executive Order which will have impacts on amending the transportation plan rule and possible changes to local comprehensive land use and transportation plans. The draft rules were released last month, and while Metro may be largely unchanged following two decades of work on these issues, application of new draft rules may be adopted.

On September 15 an advance rule making draft will be discussed at a meeting. Details of this can be found from their website: <https://www.oregon.gov/lcd/LAR/Pages/CFEC.aspx> Additional parts of the draft rules will come in October with community meetings. It was mentioned that Oct. 28 the Portland area would be highlighted with information on how to connect online from the above web link. DLCD plans to have final draft rules by the end of the year.

Comments from the committee:

- Erin Wardell underscored the surprise on the draft rules that since prior to the 7th meeting of the rulemaking committee only high level focus was presented and no specific reviews of the rules were made. These were previously framed as little applying to Metro as climate change work for implementation of the 2040 plans were already done. Jurisdictions are now reviewing how these rules would be applied and it is expected the Sept. meeting will be more informational.
- Karen Buehrig agreed on having local jurisdictions understand the implications with changes. It was suggested that meeting with partners and jurisdictions about specifics to the region be done prior to the Oct. 28 meeting that DLCD is facilitating for more understanding of these

rules. Ms. Ellis noted that Margi Bradway was scheduling just such a meeting and notice of this would be sent soon.

- Eric Hesse suggested discussion on this at the Oct. 20 MTAC/TPAC workshop due to the strong interest from the committees, if time allowed. The City of Portland sees opportunities in the rulemaking discussions and noted possible benefits to partners to find leverage points. Ms. Ellis noted the workshop agenda may be full but would be reviewed.
- **Regional Mobility Policy update schedule** (Kim Ellis) Ms. Ellis noted a handout that would be provided to the committee following the meeting with updates to the Regional Mobility Policy update schedule, project timeline and Fall 2021 engagement schedule. The case study work has started and will be reported with initial findings at the Oct. 20 workshop. The project timeline has been extended to June 2022 in order to address issues and more complete planning and adoption in the next RTP.
- **RFFA work group update** (Ted Leybold) On behalf of Dan Kaempff, Mr. Leybold announced the creation of a work group to help refine RFFA Step 2 performance measures used in the outcomes evaluation of the projects coming in by the beginning of next year. Performance measures will reflect the RFFA criteria as adopted by JPACT and Council as well as criteria adopted for the Trails funding portion of the 2019 Parks & Nature ballot measure approved by voters.

The first of three work group meetings scheduled is Sept. 13, with Sept. 30 and Oct. 25 yet to be confirmed. This work group is comprised of a mix of community members, TPAC representatives and other jurisdictional staff. Eric Hesse asked if the time of the Sept. 13 meeting was set and list of members identified. Mr. Leybold posted this information in the chat area:

First Performance evaluation methods for Regional Flexible Fund allocation candidate projects and the coordinated Metro Parks trail funding allocation candidate projects will be September 13th from 2 pm - 4 pm.

Invited work group members are: Dyami Valentine; Washington Co., Dayna Webb; Oregon City, Heather Koch; North Clackamas Parks Dist., Eric Hesse; Portland Bureau of Transportation, Tate White; Portland Parks, Hau Hagedorn; Portland State University, Jamie Snook; TriMet, Glen Bolen; Oregon DOT, Ted Labbe; Urban Green Spaces, Andre Lightsey-Walker; The Street Trust, Ashton Simpson; Oregon Walks, William Francis; Community Cycling Center.

Public Communications on Agenda Items - none

Consideration of TPAC Minutes from July 9, 2021

MOTION: To approve minutes from July 9, 2021

Moved: Jeff Owen

Seconded: Eric Hesse

ACTION: Motion passed unanimously with no abstentions. Note: Jeff Owen noted that with clarification asked about the Division Transit Project at the July 9 meeting, extra funding from the American Rescue Plan was added to the Red Line Project as part of the grant award.

Household Travel Survey Update (Chris Johnson, Metro) A presentation on the Oregon Travel and Activity Survey was given by Chris Johnson. A brief introduction on the survey basics and background included household recruitments, demographic data, daily travel diaries, and collaborative approach. The project goal in this statewide effort is for 27,700 household participants that come from Oregon's

MPOs and Clark County, Washington. 4,500 are planned for surveys in the Metro region. Funding for the project is shared by all MPOs and all regions of ODOT.

Mr. Johnson chairs the Travel Survey Subcommittee charged with gathering information, experiences, and lessons learned from national peers, and working collaboratively to prepare for the next Oregon Household Activity Survey. The Subcommittee representatives include MPOs, ODOT, OHA, OHCS, TriMet, FHWA and academics.

The project phases and timeline were discussed. The scoping and design phase is summer 2021 – summer 2022, with the implementation phase fall 2022 – spring 2024. Potential scoping topics:

- Outreach
- Contingencies
- Privacy
- Frequency
- Big Data
- Special Markets
- Oversampling
- Under Reporting
- Incentives
- Recruitment
- Fatigue
- E-Commerce
- Non-Motorized
- Passive Data
- Cross-Sectional
- Continuous
- Weekend Travel
- Long Distance Trips
- Emerging Modes

Scoping, design and implementation deliverables include a detailed work plan, state of the practice, partner agency work sessions, sampling/recruitment approach, weighting/stratification/sample size recommendations, instrument testing and outreach. Chairman Kloster added this survey work would be the data basis for the RTP update model and next MTIP cycle. Committee workshops and meetings are planned with member participation.

Comments from the committee:

- Eric Hesse acknowledged the challenge with the budget and gathering relevant data. It was suggested to think about working collectively for wise investments regionally to understand demographics and needs around the state. The City of Portland offers collaboration efforts for possible leveraging funds and scope of work to add value with this project.
- Erin Wardell will be interested in the planned approach to equity and including historically excluded community members in the project. It was noted design survey instruments have evolved over time. It was agreed of the challenge with the tradeoff between more frequent surveys and ability to have deeper approaches with larger sample sizes. It was suggested to include more CPOs and community groups to help with the pilot program.

Carbon Emission Reduction Project (Bhavika Buddi, Westview High School & Anvitha Mahankali, Jesuit High School) Eliot Rose provided introductions of presenters. Bhavika Buddi, a student from Westview High School, and Anvitha Mahankali, from Jesuit High School, are going to present on an idea that they have developed called Last Green Mile Delivery. This is a neighborhood-level system that would allow delivery vehicles to drop off packages at a central point, from which neighbors would deliver those packages to people's homes in the area. The goal is to reduce greenhouse gas emissions and local air pollution by shifting last-mile truck trips to bikes and other zero-emission vehicles. Bhavika and Anvitha recently won 2nd place in the KATU Innovation Challenge, which focuses on finding new solutions to combat global warming and make the planet greener, and they are looking for feedback on their idea and thoughts on how they could implement it from TPAC following their presentation.

The problem statement of climate change was addressed as human activities increasing **GHG emissions** and **global warming**, carbon emissions contributing to **global warming** and **severe weather events** and directly affecting **humans** and the **environment**. 28.2% of greenhouse gas emissions in the US come from transportation. The last mile of delivery service is expensive and inefficient.

The proposed solution is a localized delivery system for emission reduction called Last Green Mile Delivery (LGMD), proposed to be funded by delivery companies and cities. Solution details include various zero-emissions vehicles (ZEVs), people in the neighborhood looking for part time work (last milers), and security measures.

Using the greenhouse gas emissions calculation shown, given a sample neighborhood of 700 to 750 houses, the environmental impact shows 54.6% reduction in truck miles with 0.146 metric tons of GHG reduced per year. 0.146 Metric tons of GHG is the equivalent to 0.338 barrels of oil consumed, 16.4 gallons of gasoline consumed, 161 pounds of coal burned, or 367 miles driven by an average passenger vehicle. Community impact benefit could come with 2-10 jobs added and increasing equity in the neighborhood work community. A cost analysis was estimated for \$32,191 first year total.

The criteria for an ideal neighborhood with this project included:

- Suburban neighborhood
- Land for drop-off center (parks or clubhouses)
- Community willing to sign up for LGMD and work as last milers
- Traffic congestion issues addressed

Next steps in the project is collaboration with delivery services, curbside pickup with local stores, various ZEVs, and neighborhood greenways.

Comments from the committee:

- Eric Hesse congratulated the students on the excellent presentation. It was noted there are similar plans with the City of Portland covering these issues and opportunities to share information was offered. Asked if urban areas of the city were not included in the project focus rather than suburban, Ms. Buddi reported city housing was close together for less effect with delivery changes, and apartment housing did not provide the delivery opportunities.
- Karen Buehrig appreciated the presentation, reminded of the paper route deliveries with similar formats. Working with different delivery companies would be an important step in the process, but more likely city planning rather than Counties. Noting industrial areas in Clackamas County with warehousing of goods, perhaps a similar centralized location to build on deliveries from these locations could be considered.

- Erin Wardell appreciated the presentation and offered to discuss further. The related measurements provided back to miles driven or gas put in the car were good points since most individuals find it hard to conceptualize. It was suggested to convert the metric numbers in the presentation. Asked what next steps are planned, Ms. Mahankali reported they hope to expand the solution and try to implement in neighborhoods following city presentations.
- Chair Kloster asked if delivery companies as stakeholders in the project have been contacted. Ms. Buddi reported they have not responded yet but would continue to be contacted. More connections with the companies and cities is planned. It was suggested to contact Tim Collins at Metro with contact help via the Freight Committee. Another suggestion is all electric route.
- Jeff Owen appreciated the presentation and noted that any time ways to reduce local trips taken provides great value in the region with reducing GHG.

Oregon Toll Program Update (Garet Prior, ODOT/ Mandy Putney, ODOT/ Josh Channell, WSP)
Garet Prior led off the presentation on the Oregon Toll Program. These projects are under the direction of ODOT's Urban Mobility Office. A map showing the core project sections, the Regional Mobility Pricing Project, and the I-205 Toll Project was shown. Oregon legislation this year (HB 3055) provides financial flexibility for ODOT to deliver core projects, to develop an equitable, income-based toll rate report by September 2022, and public transit not included in tolls.

The Oregon Toll Program goal is to have toll rates that balance managing congestion and generating revenue. Key terms that were noted; Toll and tolling are general terms. A fee on drivers, which can be charged for a segment of the road or access to an area (bridge). Congestion pricing is a type of tolling. A type of tolling that charges a higher price during peak traffic periods to manage congestion.

Top questions on the toll program were answered. How it will work is by all electric tolling methods; no stopping on roads. How much it will cost is knowing how much the tolls are before getting on roads and variable rates with set schedules for peak/off peak hours. Tolls will pay for core improvement projects, transit and multimodal transportation options, neighborhood health and safety, and affordable options for people experiencing low income. The I-205 project, Regional Mobility Pricing Project, equity strategies and public input timelines with the program were shared.

The Oregon Transportation Commission has prioritized equity and mobility to these projects. These investments will be shown through strategies, policies and performance measures. The Equity and Mobility Advisory Committee (EMAC) draft recommendation to OTC will be presented in Nov. 2021. Congestion pricing coordination with agency partners was given credit on the project. These projects will result in policy development with the RTP and Oregon Transportation & Highway Plan updates.

Josh Channell presented information on the Regional Mobility Pricing Project, shown on the map as two projects involving 55 miles of interstate between I-5 and I-205. Project requirements include **Minimum average operating speed of 45 miles per hour** during morning or evening weekday peak hour periods, and **Variable toll rate schedule** for the Federal Highway Administration's (FHWA) Value Pricing Pilot Program (VPPP) authority. The process timeline with purpose and need statements was proposed to end in March 2022 with NEPA statement

and alternatives. Further discussion will be held at TPAC and JPACT on the Regional Mobility Pricing Project's Purpose and Need Statement, alternative(s), and performance measures.

Mandy Putney provided information on the I-205 project. Analysis of the impacts and project investments (mitigation) and how the public would be engaged was shown. Phases of the project were shown with design and construction timelines. The updated approach for the I-205 Toll Project with descriptions was presented:

- **Purpose and Need Statement updated** to link financial connection of projects
- **Analyze Alternative 3** – toll points at Abernethy and Tualatin Bridges (Alternative 4 to be analyzed in Regional Mobility Pricing Project)
- **Analyze No Build** – Abernethy Bridge constructed; third lane is not constructed until toll project approval

The I-205 Toll Project Environmental Assessment schedule was presented. It was noted that amendments to the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Plan (MTIP) to connect the I-205 Toll Project with the I-205 Improvements Project would be coming to TPAC this fall.

Comments from the committee:

- Eric Hesse appreciated the presentation with the suite of projects. Noting the code posted in the chat area https://www.law.cornell.edu/definitions/uscode.php?width=840&height=800&iframe=true&def_id=23-USC-1702139539-218530340&term_occur=999&term_src=title:23:chapter:1:section:166 on speed, it was asked if the 45 mph listed in the presentation for toll sections was aspirational or built into the tolling program requirements? Mr. Channell reported this was a standard used on management projects around the country, and if adopted in the Metro region, we'd be the first in the nation to manage lanes this way.
- Karen Buehrig thanked everyone for their teamwork and putting together a well-understandable presentation. She will continue to advocate coordination with the projects and looks forward to the RTP amendments this fall.

Noting the coordination of projects with diversion as part of the goals, if understanding correctly, it was asked to clarify where the community conversations would be in the timeline. Ms. Putney agreed that additional diversion conversations about I-205 will take place this fall into spring 2022. ODOT will be looking at possible future scenarios and forecasts due to changes in congestion and diversion with the projects.

- Karen Williams addressed the 3rd discussion question posted: What will TPACT and JPACT want to know about our upcoming amendment request to link the I-205 Improvement and I-205 Toll Project? She would find it helpful to have as much information possible on air quality impact with different scenarios. And the assumptions that underlie the modeling inputs and decisions as work is done. Mr. Prior agreed this information can be presented, both as part of the performance measures and improvement projects proposed with modeling done.
- Eric Hesse added to discussion question 3: it was suggested that as these projects are presented to JPACT, provide clarity and understanding of the funding decisions to the projects. Project revenues as the projects are developed would also be helpful to be presented.

2024-27 ODOT Administered Funding Program Allocations and Scoping Updates (Chris Ford, ODOT) a brief update was provided by Mr. Ford on the 2024-27 ODOT administered funding program allocations that TPAC will hear more about this fall. The link to the Region 1 Statewide Transportation Improvement Program (STIP) was provided: <https://www.oregon.gov/ODOT/Regions/Pages/Region-1-STIP.aspx> On these pages information on funding categories and programs. A new program was announced; Ped Bike Strategic Program (PBS) which is a statewide program beginning this fall. An open house is planned Oct. 4 for Region 1 ACT where more information will be available.

Committee comments on creating a safe space at TPAC (Chairman Kloster) Following the meeting committee comments were posted:

People promoted to 'panelist' at TPAC should be members or alternates, or presenters.

Ensuring that materials are sent out in advance in the packet is important to ensuring that community members are able to familiarize themselves with the material and be able to participate in technical conversations. It would likely benefit all members.

Adjournment

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

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, September 3, 2021

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	9/3/2021	9/3/2021 TPAC Agenda	090321T-01
2	TPAC Work Program	8/27/2021	TPAC Work Program as of 8/27/2021	090321T-02
3	Memo	8/20/2021	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments	090321T-03
4	Memo	8/24/2021	TO: TPAC and interested parties From: Lake McTighe, Regional Planner RE: Monthly fatal crash update for 2021	090321T-04
5	Handout	N/A	Climate-Friendly and Equitable Communities Rulemaking	090321T-05
6	Draft Minutes	7/9/2021	Draft TPAC minutes from July 9, 2021	090321T-06
7	Handout	N/A	Oregon Toll Program Timeline	090321T-07
8	Handout	N/A	Oregon Toll Program: Equity and Mobility Documents	090321T-08
9	Handout	8/16/2021	Regional Mobility Pricing Project: Draft Purpose and Need Statement	090321T-09
10	Handout	8/18/2021	I-205 Toll Project: PURPOSE AND NEED STATEMENT	090321T-10
11	Memo	7/26/2021	Decisions Advanced from Value Pricing Feasibility Analysis	090321T-11
12	Fact Sheet	Fall 2021	Regional Mobility Pricing Project: Fact Sheet	090321T-12
13	Slide	9/3/2021	August 2021 traffic deaths in Clackamas, Multnomah and Washington Counties	090321T-13
14	Handout	9/21/2021	REGIONAL MOBILITY POLICY UPDATE UPDATED PROJECT TIMELINE AND FALL 2021 ENGAGEMENT SCHEDULE	090321T-14
15	Presentation	9/3/2021	Oregon Household Travel Survey Update	090321T-15
16	Presentation	9/3/2021	Carbon Emission Reduction Project	090321T-16
17	Presentation	9/3/2021	Oregon Toll Program	090321T-17

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
18	Handout	9/3/2021	Website links shared at TPAC, Sept. 3, 2021	090321T-18