

Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC) Workshop**
Date/time: Wednesday May 11, 2022 | 9:30 a.m. to 12:00 p.m.
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Allison Boyd
Lynda David
Eric Hesse
Jaimie Lorenzini
Jay Higgins
Don Odermott
Tara O'Brien
Laurie Lebowsky
Idris Ibrahim
Katherine Kelly

Affiliate

Metro
Multnomah County
SW Washington Regional Transportation Council
City of Portland
City of Happy Valley & Cities of Clackamas County
City of Gresham and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
TriMet
Washington State Department of Transportation
Community Representative
City of Vancouver

Alternates Attending

Steve Williams
Jessica Berry
Erin Wardell
Mark Lear
Dayna Webb
Glen Bolen

Affiliate

Clackamas County
Multnomah County
Washington County
City of Portland
City of Oregon City and Cities of Clackamas County
Oregon Department of Transportation

Members Excused

Karen Buehrig
Chris Deffebach
Chris Ford
Karen Williams
Lewis Lem
Rachael Tupica
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Rich Doenges

Affiliate

Clackamas County
Washington County
Oregon Department of Transportation
Oregon Department of Environmental Quality
Port of Portland
Federal Highway Administration
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Jean Senechal Biggs
Cody Field
Laura Edmonds
Cindy Dauer

Affiliate

City of Beaverton
City of Tualatin
North Clackamas Chamber of Commerce
Tualatin Hills Park & Recreation District

Gary Pagenstecher
Dave Roth
Grant O'Connell
Michael Weston
Tiffany Hamilton
Vanessa Vissar
Tom Armstrong
Marianne Fitzgerald

City of Tigard
City of Tigard
TriMet
City of King City
Oregon Department of Transportation
Oregon Department of Transportation
City of Portland

Metro Staff Attending

Kim Ellis, Principal Transportation Planner	Ted Leybold, Resource & Dev. Manager
Lake McTighe, Senior Transportation Planner	Grace Cho, Senior Transportation Planner
John Mermin, Senior Transportation Planner	Dan Kaempff, Principal Transportation Planner
Eliot Rose, Tech Strategic Planner	Grace Stainback, Associate Transportation Planner
Ally Holmqvist, Senior Transportation Planner	Matthew Hampton, Senior Transportation Planner
Andrea Pastor, Senior Regional Planner	Caleb Winter, Senior Transportation Planner
Chris Johnson, Research Center Manager	Clint Chiavarini, Senior GIS Specialist
Patrick McLaughlin, Senior Regional Planner	Robert Spurlock, Senior Regional Planner
Thaya Patton, Principal Researcher & Modeler	Marie Miller, TPAC Recorder

Call to Order and Introductions

Chair Kloster called the meeting to order at 9:30 a.m. Introductions were made. Reminders where Zoom features were found online was reviewed. Chair Kloster noted the all attendees would be listed as panelists for full viewing and participation for this workshop meeting. The link for providing 'safe space' at the meeting was shared in the chat area.

Committee and Public Communications on Agenda Items - none

Consideration of TPAC workshop summary, March 9, 2022 (Chair Kloster) For edits or corrections on the March 9, 2022 workshop the committee may send them to Marie Miller for updating. No edits/corrections were received.

Regional Flexible Funds Allocation (RFFA) Outcomes Evaluation Review (Dan Kaempff, Metro) The presentation began with the program direction in the region to invest in a manner consistent with the policy outcomes and investment priorities as defined in the 2018 Regional Transportation Plan (RTP), and through following the regional transportation finance approach in use since 2009.

There is an estimated total of \$67.35 million available for projects in this funding cycle. The 2025-2027 RFFA Program Direction estimated that approximately \$41.25 million in federal transportation funds would be available for capital project investments (Step 2 of the RFFA funding framework). As discussed and approved at JPACT in April 2022, this amount has subsequently been increased to \$47.35 million due to an increased level of regional transportation funding through the federal Infrastructure Investments and Jobs Act (IIJA).

Additional funding is available in this RFFA cycle for regional trails projects. Up to \$20 million will be awarded from the voter-approved 2019 Metro Parks and Nature measure. Trails projects that meet RFFA eligibility requirements may be funded through either or both sources of available funding. Applicants were given the opportunity to indicate if they wished for their trails project to be considered for either source of funds.

Sixteen jurisdictions submitted a total of 29 applications.

Breakdown of applications and funding requests

Funding category	# of applications	Amount requested
RFFA	14	\$79,642,888
Trails Bond	7	\$9,611,010
Either	8	\$26,526,615
Total	29	\$115,780,513

The Outcomes Evaluation report is structured to provide details on how the projects advance the region’s transportation investment priorities – Equity, Safety, Climate, Congestion Relief – as defined in the 2018 RTP, and through the 2019 Parks and Nature bond measure. The criteria for evaluating the 29 project proposals were adopted through the 2025-2027 RFFA Program Direction and the 2019 Parks and Nature bond. The performance measures are based on these criteria and were developed with input from a work group comprised of TPAC representatives, agency staff and community organization representatives. None of the criteria areas are weighted higher than the others.

In order to create a meaningful comparison, the projects have been grouped into four categories:

- Projects seeking Trails Bond funds for Planning and Project Development
- Projects seeking Trails Bond funds for Construction
- Projects seeking RFFA funds for Planning and Project Development
- Projects seeking RFFA funds for Construction

Further information was provided on project ratings, outcome evaluations, how projects performed in the four RFFA criteria areas and the Trails Bond criteria (if applicable), and a means of comparing trails projects requesting funding from either source. Mr. Kaempff noted the Outcomes Evaluation report is the first of four sources of information to be used in developing a package of projects for Metro Council approval. This also includes Risk Assessment, Public Comment and Coordinating Committee Prioritization. Determining funding sources between RFFA and Trails Bond and full listing of schedule and timeline was noted in the packet memo.

Comments from the committee:

- Jaimie Lorenzini asked if applicants would be eligible to request reconsideration of a technical score; would that be included as part of the public comment period? Mr. Kaempff noted they won’t be doing a rescore but applicants have the opportunity to add more information about their project. Staff recognizes the technical evaluation won’t capture all the benefits of the project. It was noted that the points in the excel spreadsheet were rounded, recognizing that not all the same projects have the same benefits, but total up for each criteria area, which avoids any specific criteria being weighted.
- Jessica Berry asked about the measures used in the criteria, especially regarding the Sandy Blvd. project that scored low in equity. She was surprised by the data around equity only mattered if this was a high injury corridor, and the transportation funding measure that failed was also listed as a criteria of an equity score. Mr. Kaempff noted the workgroups and discussion groups held to form performance measures and criteria used in the evaluation.

Sadly, Sandy Blvd. project report was noted as not an equity focus area but served a great number of low-income housing areas and connections to jobs. Full information provides an understanding of the ratings and what the projects are. More lessons are learned with further development in criteria and evaluation.

- Michael Weston noted interest in the questions brought forward by Ms. Berry and had similar clarification questions. He requested Mr. Kaempff sharing his email in chat for contact offline.
- Mark Lear noted the Get Moving transportation measure as part of the equity criteria. Noted it makes sense, it also gives thought to the measure that took massive funding efforts for corridors and program areas that would have paid for projects that are at the level of a bunch of these RFFA projects. It was not clear if this lens was used as a priority in looking at equity criteria. Asked about the timing and coordination with the coordinating committees, would they be informed by the public comments? When can we expect to get that summary? Mr. Kaempff noted the deadline for public comments is June 21. Turnaround after the public comment period is closed will produce a draft summary by the end of June. July 22 the list of project priorities will be compiled.
- Steve Williams noted that with past project evaluations, extended project focus was a consideration, recognizing some of the bike/ped projects are lengthy and expensive and not possible to fund in 2 or 3 grant cycles. Was there consideration given to taking this into account with the criteria? Mr. Kaempff noted there is not a hard, fast policy direction on this. If TPAC feels it's important to consider in putting the recommendations together staff can make that available.
- Gary Pagenstecher noted it seems more work needs to be done with the risk assessment area. Specific information was asked on how projects may qualify for further rounds of consideration. Mr. Kaempff noted that for projects that are still having questions about scope and budget we have a limited amount of funds we can support, but further discussion on project development can be done offline.

Mr. Kaempff noted the next TPAC meeting in June where more details would be presented and encouraged the committee to reach out to him with questions. He also noted he'd be happy to co-present this material at the county coordinating committee meetings.

Transit-Oriented Development (TOD) Program Strategic and Work Plan update (Andrea Pastor & Patrick McLaughlin, Metro) Mr. McLaughlin began the presentation with an overview of the Transit-Oriented Development (TOD) program, which strategically invests to help more people live, work and shop in neighborhoods served by high-quality transit. Metro also acquires and owns properties in transit-served areas and solicits proposals from qualified developers to create transit-oriented communities in these places.

The core program activity is providing funding to stimulate private development of higher-density, affordable and mixed-use projects near transit. In addition, the program invests in "urban living infrastructure" like grocery stores and other amenities, and provides technical assistance to communities and developers.

Over the twenty-one years since its inception in 1998, the TOD program has invested or committed over \$35 million in land and projects. Regional partners have allocated federal transportation funds to support the TOD program as part of the Metropolitan Transportation Improvement Program planning process. MTIP funds, currently \$3.2 million annually, are then exchanged to provide local funding for project investments and program operations. Other funding sources included rental income from undeveloped TOD program holdings and interest on fund balances held to support future development.

Ms. Pastor presented information on the TOD Strategic Plan, created in 2011 and updated in 2016. Eligible areas for funding include ½ mile of MAX, ¼ mile frequent service bus, and 2040 Centers. Investments are guided by market strength and transit-orientation. Areas to explore with the TOD plan update were described for implementing Metro’s racial equity strategies and furthering Metro’s climate mitigation and resilience goals. Stakeholder engagements planned and process timeline with this update were provided.

Comments from the committee:

- Laurie Lebowsky asked, in regard to the 2040 centers, would this also apply to 2040 centers in Washington? Mr. McLaughlin believed it did not, but would look into this. It was asked if it would apply to light rail that goes to Vancouver BRT and frequent transit service. This will also be looked into.
- Katherine Kelly noted frequent transit service criteria, C-Tran provides BRT and local bus frequent service beyond what is provided by TriMet in OR and potentially soon to be provided in Downtown Vancouver via the IBR Program.
- Steve Williams asked if the program was incorporating income, particularly low-income measures that identify populations that would benefit from this equity approach in their areas. Mr. McLaughlin noted they do as far as they equate to the project eligibility. Metro’s research has data that equates low-income to usage with transit. Ms. Pastor added we have historically tracked the market strength as indicators, useful with affordable housing projects. Mr. Williams noted the past focus on lower income challenges to accessible transit shows an important indicator of the need for transit oriented development.
- Don Odermott asked if the funding for High Corridor Transit or frequent service needed to be in a town center or regional center to be eligible. Ms. McLaughlin noted transit is the trigger element with project funding that reaches goals of the program with development.
- Mark Lear noted of the importance of getting housing along our transit routes. It was asked if new federal funding dollars, such as pilot programs and new development was linked to the program. Mr. McLaughlin noted the federal TOD dollars have been focused around TOD planning, for the most part. TriMet has been successful in grant awards that help us develop around their transit station routes.

Tara O’Brien noted the coordination between Metro and TriMet that has allowed the new pilot program more money, but extended the eligibility for implementing, not just planning, and for site comprehensive development. This program allowed TriMet to leverage other funding grants and add to capital investments because of the strong TOD program.

- It was asked to elaborate on the e-islands, mitigation and green street designs mentioned. Ms. Pastor noted planning that includes tree canopy and design strategies that lower temperatures around areas, and how new development is demanding more of this focus works into the program. Metro is not in control of what projects come forward, but is trying to incorporate as many good strategies as possible.

TriMet Forward Together Service Alternatives Planning Project (Grant O’Connell & Tara O’Brien, TriMet) Grant O’Connell presented information on TriMet’s Forward Together program; A Comprehensive Analysis of TriMet Service. A brief overview was provided on the past 10-year TriMet service where following the Great Recession, TriMet developed the Service Enhancement Plans (SEPs) to guide the growth of service. House Bill 2017 created new funding for transit and accelerated the growth of service guided by the SEPs. In March 2020 the COVID-19 pandemic, associated recession, and subsequent labor shortage paused expansion plans and forced a reduction in service.

The reason for a Comprehensive Service Analysis (CSA) was due to COVID changing everything:

- Spotlight on needs of essential workers and transit dependent
- More people telecommuting
- Companies have relocated
- Demographics have changed

The approach to the CSA was through a market study and engagement, with data presented for change in ridership, service and ridership by time of day, and an equity index showing 10 measures. Alternative Analysis & Continued Engagement, moving forward, was defined as:

- Develop service alternatives
- Take alternatives out to the public for feedback
- Refine a preferred scenario for implementation and approval by the Board

The timeline for the program was shown for 2022.

Comments from the committee:

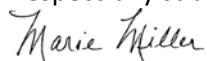
- Jean Senechal Biggs noted the great maps. It was asked how they compare to the centers and corridors in the 2040 Growth Concept. Any notable gaps? Mr. O'Connell noted the overlays were not all known at this time and would be interested in finding out this information as well.
- Tara O'Brien added the graph showing the ridership drop was now changing to an upward trend. Over a million rides this week were provided, which shows how looking at the numbers from a historic data perspective helps.
- Eric Hesse appreciate the sensitivity around individual data to reach important access data, and how other connections with privacy can be understood for methodology. Mr. O'Connell noted TriMet would be happy to share the methodology for replication.
- Allison Boyd thought it would be interesting to compare real data on transit systems when looking at equity focus areas.
- Don Odermott asked if this information would be given to the Washington County Coordinating Committee again. Mr. O'Connell confirmed they would be talking this staff once they have some alternates refined, and then again with the broader engagement in July/August.
- Matthew Hampton asked about the areas analyzed, if included with urban growth boundary area or constrained to TriMet service area. Mr. O'Connell noted this was constrained to within their service area. The planning assumption for this program is for the next year. It was done in response to shifts and trends in ridership. While this program is for near-term focus, it will create a new base line, allowing for a refresh for longer-term planning.
- Ally Holmqvist noted that with the 2040 Growth Concept study on centers and corridors, this is something we'll be working with TriMet on to look at as part of the High Capacity Transit Strategy Update- more on that soon! This will also be presented at the July 13 TPAC workshop.

Committee comments on creating a safe space at TPAC – One comment was received asking for incorporating live closed captioning at meetings. Chair Kloster noted this would be researched and reported back to the committee.

Adjournment

There being no further business, workshop meeting was adjourned by Chair Kloster at 11:20 a.m.

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC workshop meeting, May 11, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	5/11/2022	5/11/2022 TPAC Workshop Agenda	051122T-01
2	TPAC Work Program	5/04/2022	TPAC Work Program as of 5/04/2022	051122T-02
3	Minutes	03/09/2022	Minutes for TPAC workshop, 03/09/2022	051122T-03
4	Memo	05/06/2022	TO: TPAC and interested parties From: Dan Kaempff, Principal Transportation Planner RE: 2025-2027 Regional Funding Allocation Project Outcomes Evaluation	051122T-04
5	Handout	N/A	25-27 RFFA/Trails Bond Project Applications	051122T-05
6	Report	May 2022	Regional Funding Allocation: Outcomes Evaluation Report 2025-2027 Regional Flexible Funds Parks & Nature Trails Bond funding May	051122T-06
7	Presentation	05/11/2022	2025-2027 Regional Funding (RFFA + Trails Bond) Outcomes Evaluation Report	051122T-07
8	Presentation	05/11/2022	Transit-Oriented Development Program Strategic & Work Plan Update	051122T-08
9	Presentation	05/11/2022	Forward Together: A Comprehensive Analysis of TriMet Service	051122T-09