

Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC) Workshop**
Date/time: Wednesday November 8, 2023 | 9:00 a.m. to 12:00 p.m.
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Karen Buehrig
Allison Boyd
Dyami Valentine
Judith Perez Keniston
Jaimie Lorenzini
Jay Higgins
Mike McCarthy
Gerik Kransky
Lewis Lem
Bill Beamer
Sarah Iannarone
Danielle Maillard
Indi Namkoong

Affiliate

Metro
Clackamas County
Multnomah County
Washington County
SW Washington Regional Transportation Council
City of Happy Valley & Cities of Clackamas County
City of Gresham & Cities of Multnomah County
City of Tualatin & Cities of Washington County
Oregon Department of Environmental Quality
Port of Portland
Community Member at Large
The Street Trust
Oregon Walks
Verde

Alternates Attending

Sarah Paulus
Jennifer Campos
Adam Fiss
Mark Lear
Dayna Webb
Will Farley
Gregg Snyder
Neelam Dorman
Glen Bolen
Jason Gibbens

Affiliate

Multnomah County
SW Washington Regional Transportation Council
SW Washington Regional Transportation Council
City of Portland
City of Oregon City & Cities of Clackamas County
City of Lake Oswego & Cities of Clackamas County
City of Hillsboro & Cities of Washington County
Oregon Department of Transportation
Oregon Department of Transportation
WA State Department of Transportation

Members Excused

Eric Hesse
Tara O'Brien
Chris Ford
Laurie Lebowsky-Young
Ellie Gluhosky
Jasia Mosley
Jasmine Harris
Katherine Kelly
Steve Gallup

Affiliate

City of Portland
TriMet
Oregon Department of Transportation
Washington State Department of Transportation
OPAL Environmental Justice in Oregon Metro
Community Member at Large
Federal Highway Administration
City of Vancouver
Clark County

Shawn M. Donaghy
Ned Conroy

C-Tran System
Federal Transit Administration

Guests Attending

Camilla Dartnell
Chris Lamm
Dakota Meyer
Gabriela Giron
Jean Senechal Biggs
Jessica Engelmann
Laura Edmonds
Max Nonnamaker
Mike Mason
MJ Andersen
Robin Wilcox

Affiliate

Kittelson & Associates
Cambridge Systematics
City of Troutdale
PBOT
City of Beaverton
City of Beaverton
Clackamas County
Multnomah County Health Department
Oregon Department of Transportation
Multnomah County
Oregon Department of Transportation

Metro Staff Attending

Caleb Winter, Cindy Pederson, Eliot Rose, Grace Cho, Grace Stainback, Jake Lovell, John Mermin, Kim Ellis, Lake McTighe, Marie Miller, Marne Duke, Ted Leybold, Tim Collins, Tom Kloster

Call to Order and Introductions

Chair Kloster called the meeting to order at 9:00 a.m. Introductions were inadvertently missed. Reminders where Zoom features were found online was reviewed. The link for providing 'safe space' at the meeting was shared in the chat area.

Comments from the Chair and Committee Members

Federal Aid Urban Boundary (FAUB) Review (Chair Kloster) The opportunity for cities and counties to weigh in on the Federal Aid Urban Boundary (FAUB) on jurisdictional boundaries is now with the deadline Dec. 15. The importance of FAUB is that this is the boundary that defines areas eligible for Federal urban transportation funds. Next year the committee will hear more on the Federal Functional Classifications to the facilities that fall inside the FAUB. The link to the online tool that has built-in capability to directly submit comments for suggesting "smoothing" edits to the proposed Federal Aid Urban Boundary — one of the boundary updates triggered by the 2020 Census, and the boundary that establishes eligibility for urban federal transportation funds was shared:

<https://experience.arcgis.com/experience/a7c266e96058473d9e8423c7789f66e7>

Public Communications on Agenda Items – none received

Consideration of TPAC workshop summary, October 11, 2023 (Chair Kloster) Edits or corrections were asked to be sent to Marie Miller. No edits/corrections were received.

Regional Freight Delay and Commodities Movement Study Update (Tim Collins, Metro and Chris Lamm, Cambridge Systematics) The presentation featured details on Regional key findings on commodities movement, Mobility and Reliability Issues, Regional Freight Policy Questions and Lessons Learned, Freight Access Criteria, and Next Steps. The final report on the study will be completed by December 30. The outline for the report was given:

- Executive Summary
- 1. Introduction
- 2. Project Team and Stakeholder Participation

3. Regional Freight Policy Framework and Policy Questions
4. Commodities Movement by Trucks
5. Network Performance
6. Trends Impacting Current and Future Commodity Movements
7. Addressing Goods Movement Performance
8. Study Recommendations and Freight Policy
9. Next Steps and Further Research

Comments from the committee:

Karen Buehrig was interested in knowing how to access the final report and any sort of backup documentation. Previous discussions indicated expected growth areas on corridors with additional traffic on them. It wasn't clear in the presentation who that was folded into the overall findings. Maybe you can talk about how the new emerging areas are expecting more freight travel and reflected in these final recommendations.

Tim Collins noted we have the ability through our model to look at growth in truck traffic and overall traffic. We'll touch on that in the final report. We have really been focused on the new modeling tool and looking at the growth in commodities which dovetails into the growth in truck traffic, too. I think we can identify some of the growth areas, particularly the Rivergate area to I-5 with a lot of growth in the commodity value and tonnage. I-205 is another area that will have impact on Clackamas County looking at growth both of trucks and the commodities that they're carrying.

Mike McCarthy noted a couple of concerns. One was similar to Ms. Buehrig's about making sure that we set things up well for freight access to the more developing areas, where we see a lot of our developing employment coming. One of the other questions was about the delay reliability data. Using 2019 data is kind of old at this point because the worlds' changed a lot. When I saw that same data a few months ago I was hoping to see it updated using some of the newer sources available. I think in our region a lot of our capacity to understand issues have moved around.

Mr. Collins agreed. Part of the problem was the pandemic which takes 2020 and 2021 off the table because of the impacts of people staying home, the impacts on freight initially, but then the rebound. What I'm hoping is now that we have this tool we can revisit it and, as suggested, update it, maybe looking at 2022, 2023 for out of the national dataset. Datasets are always a year or two behind. So that's why we stuck with 2019 for now. This tool is good way for tracking changes over time. We don't have staffing right now, but potentially a follow-up freight study could do just that.

Dyami Valentine had a question; will there be any discussion, maybe under addressing system performance, or with there be recommendations out of this that kind of explores funding or revenue generation thinking about mitigating some of the impacts that are being identified? Especially from operations and maintenance standpoint? Mr. Collins noted unfortunately we didn't have the scope to look at developing projects or what funding mechanism might support these projects. But as we look at these areas that are very key to freight, it's good feedback for projects that we currently have in the 2023 RTP and developing projects for the next RTP to keep freight in mind.

Jason Gibbens noted the Urban Freight Lab at UW recently completed a white paper examining adoption of cargo e-bikes: <https://urbanfreightlab.com/wp-content/uploads/2023/10/Biking-the-Goods.pdf>

Sarah Iannarone noted the joint transportation subcommittee meeting on transportation planning in the Oregon legislature. There was an interesting presentation from the Urban Mobility Office with their consultants from WSP on congestion pricing in the region. One stat that stood out is that in our region 89% of passenger vehicle trips on our highways, I-5 and I-205 starting and ending in the region. But when you start to look at freight only 46% of freight trips on I-5 and I-205 start and end in the region according to the report.

<https://olis.oregonlegislature.gov/liz/202311/Downloads/CommitteeMeetingDocument/277660>

My question is how our pricing policies as we head down the stretch on the RTP could potentially affect this, especially congestion pricing for those 89% of passenger vehicle trips that are beginning/ending in the region, as well as some of our proposed investments in public and active transportation to even mitigate tolling. Any thoughts on how you are considering eliminating that congestion from the passenger vehicle and the impacts on the freight?

Chair Kloster noted the RTP policy says that we'll look at pricing anytime we add capacity to our freeway system. The Regional Mobility Pricing Study is going forward. It continues to be a tool that would come in corridor by corridor as we either add capacity or whether ODOT brings it in as a management tool. There are other things about pricing that we haven't necessarily looked at that I think we could probably learn more about. Some other metropolitan areas have used managed lanes as a way to not only manage for higher vehicle occupancy but also for freight with a fee for freight. For high price commodities there are some creative things out there that we probably need to learn more about from a policy level to decide if that's something we want to explore. Glen Bolen added if you look at the work ODOT did in responding to the auxiliary lanes policy I think we were clear on defining a shared vision of the need for the freeway system to handle long distance travel and commodity movement.

Regarding the presentation my first question was about the relationship between the speed threshold and the TTR. My second question is about deliveries. We're seeing cities like Portland doing an EV only location portion for downtown pilot. London does this with gas or truck car fees in certain areas. I've seen this with size limitations on vehicles, too. I'm wondering if you're seeing it with your research and any trends on what the freight interface in downtowns are starting to look like as we get these smaller higher value deliveries.

Chris Lamm noted on the first question there is a relationship as you observed in some cases. There are certainly some quarters, especially ones where we have congestion for 1-12 hours a day. The reliability index is pretty low. The travel time is pretty consistency slow throughout the day. But there are some other quarters it gets a little more interesting when you're in that 6,7,8 hours of delay which is still in the top tier as far as delay is concerned. You may have some more variability in your travel times in those other hours. The index maybe high, it may be low, it's all over the map when you're in that range. Then there are some quarters where we didn't have a high number of hours of congestion but there was some variability in reliability. That indicates that there's some periods of the day where travel times are reduced quite a bit.

On the second question we have cargo cycles operating in the Portland region. We don't have a lot of data on the actual number of parcels that are being delivered in the Portland region. There are some vendors that provide that data, but it's very expensive to get. That's certainly an area for future exploration as that data becomes more ubiquitous, hopefully its cost will come down. But other indicators support that what's happening nationwide is probably happening here, too. There's been a substantial increase in the number of parcels associated with e-commerce orders that are being

delivered. There are certainly impacts in terms of bringing that in by truck box, truck cargo van or whether people working part-time delivering for Amazon in their personal vehicle. Companies have been looking at alternate means be it cargo cycles, delivery robots or others. I think the challenges are going to be how can we make these last mile deliveries more efficient in terms of the number of trips that are generated as a result of them. Factors include end-to-cost to get to the consumer and positioning product close to consumer markets, vehicle types, conveyance systems and incentives to certain delivery dates.

Gregg Snyder noted the topic of freight mobility was front and center at a recent tour of the Hillsboro International Airport. There's a daily flight from Hillsboro to PDX with time sensitive high value products on it. The reason that it's a daily flight is that Highway 26 is so reliably congested they can't make the shelf life to market on time otherwise. The idea that any sort of high value, time sensitive freight would be relegated to a surface system seems a little bit anachronism especially given the hours of congestion we see. Are these high value commodity exports that we're producing in Washington Co., do they need to go to PDX at all. Can we fly them there? Or alternately, can we bring the consolidation center to Hillsboro and not force all the semiconductors and the cancer medicines over in PDX? There's a growing kind of focus on air travel as an alternate to the ground system because it's so congested. That really is not reflected in your study. The alternates that are proposed to get freight out of the surface system. It's kind of indicative of where we stand with freight mobility in the region.

Mike McCarthy noted we talk a lot about vehicle miles traveled and vehicle miles traveled per capita, and I'm wondering how the shift to more e-commerce has changed the VMT or VMT per capita. I hear some people say that they don't have any vehicle miles traveled because they just order and it shows up on their doorstep, but then how many truck miles are making up that? And then also what effect does it have on vehicle generated pollution?

Chris Lamm noted there are a lot research projects dedicated to answering this question. They come up with different answers because they use different data and different methodologies. The problem is we can't say conclusively that e-commerce is resulting in a net gain or a net decrease in VMT and emissions and everything associated with it, because a household ordering goods online, what are they ordering, how frequently? How many shopping trips is that replacing? They've done consumer surveys and household travel surveys but until we get more of these studies done that build a little more consensus on way or the other, we're just not there yet.

Regional Transportation Safety Performance Report (Lake McTighe, Metro) An update on traffic deaths and serious injuries in the region and feedback asked on the *DRAFT Safe Streets for All: Regional Transportation Safety Update* was presented. The Metro Council and JPACT adopted the 2018 Regional Transportation Safety Strategy with a goal of eliminating traffic deaths and life changing injuries by 2035. Using a data driven and Safe System approach, the Regional Safety Strategy provides strategies and actions to address serious traffic safety problems.

Metro has been awarded a federal Safe Streets for All grant (SS4A). The grant enables Metro to dedicate more resources and time to coordinate and support roadways safety efforts across the region. The *DRAFT Safe Streets for All: Regional Transportation Safety Update to JPACT and the Metro Council* provides an update on traffic fatalities and serious injuries and a framework to support discussions with Metro's technical and policy advisory committees and the Metro Council as Metro begins to coordinate efforts with government and community partners to implement the Safe Streets for All program. The report is addressed to JPACT and the Metro Council, the governing bodies responsible for regional transportation decisions. Metro is seeking feedback on the draft

report to accurately reflect regional coordination before it is presented to JPACT and the Metro Council.

As the SS4A program gets underway, Metro will be developing more in-depth and nuanced analysis. Using the *DRAFT Safe Streets for All: Regional Transportation Safety Update to JPACT and the Metro Council* as a starting place, Metro is seeking guidance and input from the Metro Council and Metro's technical and policy committees and other partners on what analysis and information will increase understanding of safety challenges and solutions, and what strategies should be pursued to effectively advance safety. Metro will put together a regional safety work group to guide the work plan and support coordination.

Comments from the committee:

Dyami Valentine noted a couple of suggestions, one being seeing a few emissions and will send Ms. McTighe those comments to her directly. I would encourage the report to acknowledge the other award partners for the Safe Streets for All Grant. I also noted there was an emission of Washington County's adopted Transportation Safety Action Plan which may have preceded in 2016. I think obviously the significant uptick in traffic deaths over the last two years is extremely concerning. I think the report does a nice job of identifying some of those key contributing factors and we look forward to looking into those in more depth over the next couple year as we're updating our transportation action plan, specifically some of the vehicle weight, speed and other variables in terms of its probability of survival. I would also encourage maybe highlighting a little bit more, or looking at areas in the region that have lower fatality rates to better understand what's working well.

Glen Bolen asked to have you considered adding OLCC enforcement for bars that serve impaired drivers? I was shocked by the amount of impaired driving in the charts and it made me think holistically about land use, locations of bars, how people get there and how long they're at bars. I can't think of any great strategies for that, but obviously one is regulations on serving requirements. Neighborhood complaints for bars include noise, parking and outdoor activities. There could be a strategy to add working with OLCC on server education.

Indi Namkoong noted to Mr. Bolen's point, how late transit runs and what options exist when buses are infrequent or done for the night are also factors on my mind. Sarah Iannarone noted Utah, unlike most states, reduced its legal BAC to .05, with positive results for safety. Seems like a LC that groups like LOC could get behind. <https://jalopnik.com/several-states-considering-lower-05-blood-alcohol-limits-1850237855#:~:text=Currently%2C%20almost%20every%20state%20in,.05>.

Dyami Valentine noted you may want to acknowledge the systemic impacts of the pandemic - e.g. a documented significant increase in alcohol use.

Glen Bolen wanted to remind people of the ODOT/DLCD Transportation Growth Management program. We provide grants for communities for integrated land use and transportation planning for walkable cities/neighborhoods and roadway design. I'm always looking for new projects, so please reach out to me if you want to talk over ideas. Here's a link <https://www.oregon.gov/lcd/tgm/pages/index.aspx>

Allison Boyd appreciated the leadership that's coming out of Metro on pulling this together with the support they are providing all the recipients of the grants and working on detailed analysis that we can use for each of our projects of our safety action planning. Some of these items that are in the actions like holding workshops on speed setting I think will be really helpful for us to be able to learn from others in the region and do more of that coordination work as we're working on our safety action plan.

I'm excited we are doing this as a region with the Safe Streets for All grants and that we have that kind of support system in place to help us work on that plan.

Sarah Iannarone noted from the Street Trust perspective this is core to our mission in terms of a safe system and we really appreciate your leadership on this in the regional coordination that Metro is bringing. It's such a critical aspect of the work. These intergovernmental relations are so challenging when it comes to that vehicle regulation, there's not really a lot that we're able to do, so the more we can help our state and our federal lawmakers work at that industry level is good.

One of the things I wanted to highlight is what Multnomah County has done in pairing the public health and epidemiological approach with technical and transportation planning expertise in a place where our region in particular could really get ahead by supporting county health departments in disaggregating data in looking at things in different ways, upstream interventions that we could do using the different methodologies that public health professionals use that are different than transportation planner and engineers. Here's the a news article about recent Multnomah County Report finding the "significant public health threat" posed by rising traffic fatalities:

<https://www.opb.org/article/2023/08/07/portland-traffic-deaths-multnomah-county/>

And then also thinking about the ways that we can support at the regional government when they think about the power of Metro and it's convening the way we can support our local partners and coming up with specific solutions that worked for them that might work well in one jurisdiction but not well in another. And then lifting that up so that we can really inform our partners across the state through our relationship to ODOT and the way they can then get that back out to local communities and places that don't have a powerhouse like Metro. I really think this is a place for leadership and innovation as well as data driven and best practices approach that you're taking, too.

Indi Namkoong noted some things that could be looked at further for tracking in the future. In addition to this report I know there was a federal rulemaking announced this year. Maybe you have updates on the federal standards for safety ratings, safety regulations for vehicles to include the safety of people outside the vehicle, just because that's not taken into account. When people are buying a safer car as we've noted, those rating really only account for the safety of people inside the vehicle. I'm interested to see who that pans out and how that may impact future results that we're seeing here should things go forward. There's a great report called something like Driven to Distraction specifically capturing the impacts of that in-car technology. The link was shared: The NHTSA docket on incorporating pedestrian protection into crashworthiness assessment of new cars is here:

<https://www.regulations.gov/docket/NHTSA-2023-0020>

5- minute break in the meeting taken

2027-30 State Transportation Improvement Program (STIP) – options being discussed at Oregon Transportation Commission (Neelam Dorman and Glen Bolen, ODOT, Grace Cho, Metro) An update on the 2027-2030 State Transportation Improvement Program (STIP) development process in anticipation of the decision before the Oregon Transportation Commission (OTC) on November 9, 2023 was presented. The OTC is set to make its first major decision for the 2027-2030 STIP development process at its November 2023 meeting. This decision is focused on forecasting revenues available in fiscal years 2028 through 2030 and "dividing up the money" among the ODOT funding categories as described in the presentation.

The estimated revenue total for the years 2027-2030 is \$2.94 billion statewide. However, after taking a conservative revenue forecasting approach, accounting for a dire revenue outlook for the

state highway trust fund, and accounting for funding restrictions pertaining to certain federal fund types or state legislative requirements, various required or negotiated pass through agreements, and debt service payments, ODOT staff estimates the remaining discretionary revenue available to allocate to ODOT funding programs is \$70 million statewide. Recommendation to OTC for the unallocated \$70 million includes:

- “Great Streets 2.0”
- Strategic funding to advance safety, climate and equity outcomes in a corridor or community
- Take a leverage approach to add funds to complementary investments such as ADA updates and ARTS investments

Following the decision by the OTC, ODOT staff will finalize the amount of revenues available for each of the individual ODOT funding programs. Once the distribution of revenues are finalized, the individual ODOT funding programs will begin their allocation processes for selecting transportation projects to receive funding. Throughout the allocation processes, ODOT will provide updates and gather feedback at TPAC to keep members informed of the processes as well as help preview those transportation projects and programs which ODOT will request inclusion in the 2027-2030 MTIP.

Comments from the committee:

Chair Kloster what the window of time for the ADA ramp program was and how many years left for funding that program. Glen Bolen noted in the chat Here's a post from last March on ADA. It looks like the target completion date is 2032:

<https://content.govdelivery.com/accounts/ORDOT/bulletins/3520d25> Neelam Dorman noted it looks like there will be some consideration for ADA program in the '30-34 STIP.

Jaimie Lorenzini asked would the ADA program affect beyond the 2030 STIP? I'm curious if ODOT has done any forecasting for how things may look after the ADA settlement when that revenue is circulated back into the overall budget. It sounds like maybe that hasn't happened yet in terms of forecasting and what the need is following the ADA settlement. My second question regards how ODOT's recommendation addresses the need to plan for unexpected revenue that may emerge beyond expected forecasts. Transportation is a strange thing and I don't think we can accurately forecast our plans for every scenario. So if revenues do come in, where will that money go? I think we need to plan in advance for that potentiality.

Neelam Dorman noted for the first part, all the work that we've been doing with the STIP is really focused on the 27-30 period. In July when Chris Ford shared the more comprehensive budgeting plan for that it was limited to that period. And that period does consider the amount of dollars needed for the ADA settlement. I don't know if there has been a forecast beyond that and certainly not through the STIP process.

On the other question, on revenues that we aren't accounting for, yes definitely, other revenues can come. We could have a much better federal grant program than we are expecting. But for the planning purposes of this it is planning conservatively to what we have to be able to provide. And we've cut quite a lot of programs. My thought with the programs we've cut I would assume the first step would be being able to provide those key services. As far as I know there isn't a second tier list of projects to fund should additional funding become available.

Ted Leybold noted it said you don't have a lot of details on what Great Streets 2.0 means yet. But I think maybe just some question or comments on that. One would be the current Great Streets is really targeted at essentially areas that are going through downtowns and those sorts of places where you

have your biggest potential impacts on equity, climate and safety. Is that the intention for 2.0 to your knowledge, that they would really be targeted towards those urban arterials, district highway types areas like the current programs?

Ms. Dorman noted I think the thing we are aware of with this 2.0 program is really just trying to leverage the dollars off of the work that is already direct programs into it. Looking at most our budget if it's going through the ADA program, the ADA program is looking at quite a lot of our highway corridors. Urban and rural. So it's kind of hard to say if it's going to be focused on urban areas. I think we're looking at leveraging that program. Also, where each of the corridors fall into that cycle because obviously the ADA program and improvements have been under construction for some time as well. So whatever corridors are left on that I think there could be a focus on those first.

Mark Lear appreciated the prioritization of the Great Streets program. I would be interested in any feedback or recommendation on that as well. I heard recently that Kelly Scanton Brooks from the Governor's Office they're going to do some outreach talking about statewide funding and the need for additional funding. I would encourage that as funding will potentially be in this STIP period, we continue to try to overlap the outreach related to those two conversations at the same time because I think there's a massive opportunity to show the value of these investments, especially in the Great Streets program, and be a missed opportunity to have those things be happening at the same time without a lot of coordination.

Sarah Iannarone noted as you know, the Street Trust has been championing Great Streets. We fought for the first \$50 million out of the IJA funding and then we fought for more money last session and only go a million toward that. We understand the importance of putting that first 15 million toward Outer Powell. And then we're glad to see the project selected this time around. Some of the things we like about the program as it exists are some of the public engagement and ways that the community has been involved in selecting the projects. I think ODOT needs to continue to strive to be more transparent and inclusive and particularly in democratic in terms of how it spends its money.

Some feedback that we got from lawmakers obviously was the need to be able to spend on recently ODOT facilities as well as current ODOT facilities. I know you heard from Rep. Nathanson in terms of facilities that had just been recently had jurisdictional transfers. As we're looking at a statewide investment strategy in 2025, I think we need to think about Great Streets because the program has its limits. I'm happy to see this prioritized in the STIP, but I think what we need to think about is leveraging.

We've got the 1.4 billion in ADA facilities. We've got Great Streets money and buckets that we can potentially fill out new revenue streams. We've got Safe Routes to School projects. All this should be data driven and based on priorities with regard to equity, safety, climate and frankly, fiscal stewardship. So if there's going to be some new ADA facilities put in and there are some high crash intersections and corridors, how can we leverage Great Streets money to support local jurisdictions? We can't just be fighting for Great Streets money to go into ODOT pots of money. And as you know, we go past this STIP and into 2025 when everyone is looking to find our silver bullets that are out there to solve all our funding problems. How do we take what we learned through the Great Streets pilot and really expand on that and think about a more integrated statewide investment strategy in which this is one piece that we can use as a connector and catalyst.

Here's The Street Trust written comment to OTC about 2027-30 STIP \$70M unallocated going toward Great Streets and Safe Routes... among other topics :)https://docs.google.com/document/d/1vAaT-qZPextVGcT08F_oePQWCc4Qnhr_nK6hpN4QMZE/edit?usp=sharing

Great Streets Program updates: Final project list (Robin Wilcox, ODOT) An update on Oregon Department of Transportation's (ODOT) Great Streets program selection of project awards was presented. The purpose and intention of the Great Streets program is to address the safety and multimodal gaps as well as the declining roadway conditions of the state highways that pass through communities which have historically focused on moving traffic.

Since its inception in Spring 2022, ODOT staff have undertaken an internal solicitation, prioritization, and selection process to identify those state-owned district highways to award Great Streets funding. The process has included a technical evaluation of applications, ODOT's internal scoping exercises, and a review committee to prioritize applications. The final projects to award funding is anticipated to go before the Oregon Transportation Commission for approval at their November meeting.

Comments from the committee:

Ted Leybold noted I think one thing would be interesting is to hear just a little more detail on how ODOT took in the local support element. How do you gauge that and what can local jurisdictions do as projects are being considered at ODOT? Maybe with the 2.0 program, hot to influence that and provide more support and information to ODOT.

Robin Wilcox noted I think there's a few pieces on that one. One place early on when we were looking at it from a project identification standpoint was a clear tie to either kind of a recent planning effort or recent study effort addressing who did you talk to within the community, who was included in that engagement process, and how does this proposed area directly tie to that work. The other place that we looked at and considered leverage or considered that local support and engagement piece was around the commitment to, or potential for, kinds of partnerships. This intersection where there's a demonstrated opportunity to work with partners.

Mark Lear thanked Robin and ODOT for the investments in Great Streets and specifically the Denver Lombard project. I do think that's a great example of a project that has high community support. Unfortunately it has bad crash history in that area. But also a solvable problem. We fix a bike safety issue, or we have bike lane merging into traffic. We solve an issue of buses or getting bogged down in this intersection. And we also make it better for pedestrians with a shelter being developed at that intersection as well. I think this is really the right direction for the state and I appreciate ODOT's investment in continuing to more of these kinds of projects forward. The last thing I would add is I think it's really useful with these kinds of projects that we're identifying where we have asset conditions that we're trying to fix as a part of this. It's a shame when we go out and fix a signal, or pave a road and we don't do some of these other things that really need to be done.

Committee comments on creating a safe space at TPAC – none received

Adjournment

There being no further business, workshop meeting was adjourned by Chair Kloster at 11:52 a.m.

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC workshop meeting, November 8, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	11/8/2023	11/8/2023 TPAC Workshop Agenda	110823T-01
2	2023 TPAC Work Program	10/26/2023	2023 TPAC Work Program as of 10/26/2023	110823T-02
3	Minutes	10/11/2023	Minutes for TPAC/MTAC workshop, 10/11/2023	110823T-03
4	Memo	11/1/2023	TO: TPAC, MTAC and interested parties From: Lake McTighe, Principal Planner RE: DRAFT SS4A Regional Transportation Safety Update to JPACT and the Metro Council	110823T-04
5	Report	October 2023	Safe Streets for All Regional transportation safety update to JPACT and the Metro Council	110823T-05
6	Memo	11/1/2023	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner RE: 2027-2030 STIP Update – ODOT Staff Recommendation on the Distribution of Revenues to ODOT Programs for federal fiscal years 2028 through 2030	110823T-06
7	Memo	11/1/2023	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner - Metro RE: ODOT's Great Streets Program Update and Final Awards	110823T-07
8	Presentation	11/8/2023	Regional Freight Delay and Commodities Movement Study	110823T-08
9	Presentation	11/8/2023	Draft Safe Streets for All: Regional transportation safety update to JPACT and the Metro Council	110823T-09
10	Presentation	11/08/2023	2027-2030 STIP Development	110823T-10
11	Presentation	11/08/2023	Great Streets	110823T-11