



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
MAY 27, 2016
Metro Regional Center, Council Chamber

MEMBERS PRESENT

John Williams
Nancy Kraushaar
Katherine Kelly
Chris Deffebach
Karen Buehrig
Don Odermott
Cora Potter
Heidi Guenin
Lynda David
Adrian Esteban
Charity Fain
Patricia Kepler

AFFILIATION

Metro
City of Wilsonville, representing Cities of Clackamas County
City of Gresham
Washington County
Clackamas County
City of Hillsboro, representing Cities of Washington County
Community Representative
Community Representative
Southwest Washington Regional Transportation Council
Community Representative
Community Representative
Community Representative

MEMBERS EXCUSED

Jared Franz
Nick Fortey
Eric Hesse
Susie Lahsene
Dave Nordberg
Joanna Valencia
Judith Gray

AFFILIATION

Community Representative
Federal Highway Administration
TriMet
Port of Portland
Oregon Department of Environmental Quality
Multnomah County
City of Portland

ALTERNATES PRESENT

Phil Healy
Alan Lehto
Todd Juhasz
Jon Makler
Jessica Berry
Jason Gibben

AFFILIATION

Port of Portland
TriMet
City of Beaverton, representing Cities of Washington County
ODOT
Multnomah County
WSDOT

STAFF and GUESTS: Dan Kaempff, Ken Lobeck, Juan Carlos Ocana-Chiu, Ted Leybold, Malu Wilkinson, Kim Ellis, Tom Kloster, Grace Cho

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair John Williams declared a quorum and called the meeting to order at 9:30 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

City of Portland's Smart City Application - Margi Bradway, City of Portland, gave an update on City of Portland's application for the Smart City Challenge. U.S. Department of Transportation's (USDOT) has pledged up to \$40 million (funding subject to future appropriations) to one city to help it define what it means to be a "Smart City" and become the country's first city to fully integrate innovative technologies – self-driving cars, connected vehicles, and smart sensors – into their transportation network. The City submitted a 25 page application which required a great deal of collaboration between agencies, stakeholders, and private partners. Five cities were to be picked but seven were eventually chosen as finalists. The City of Portland received \$100,000 to the next round. Mr. Alan Lehto (TriMet) noted that the competition was fierce and the other finalist cities included Austin, TX; Columbus, OH; Denver, CO; Kansas City, MO; Pittsburgh, PA; and San Francisco, CA.

Committee members appreciated the update and were excited to consider ways that technology might be used to support the region's goals. On June 8-9, there is an interview process with Secretary Foxx, followed by a public process. Letters of support to Secretary Foxx's office would still be welcomed.

Members were also curious about how the application might integrate with RTP. Ms. Kim Ellis noted that the work that has been done to prepare the application will be useful and could be brought into the RTP update, and that the momentum would continue with PSU and others who are involved in the data analytics.

Safe Routes to School - Metro is awarding \$25,000 grant through the Regional Travel Options program to support the development of a Regional Safe Routes to School Strategy. The Strategy will provide a regional snapshot and inventory of student travel behaviors, needs, and readiness to improve active travel opportunities (walking, bicycling, rolling) within a 1- mile walk zone at all K-12 public schools in all districts within the metropolitan planning area boundary. The Strategy benefits from and builds on other efforts around the region such as Portland's recent needs assessment for Portland Public Schools and Washington County's School Access Improvement Study. The Strategy will develop a fact sheet for each school, and a prioritization of SRTS needs and potential for impact. This phase of the strategy is projected to be completed in Fall 2016.

RFFA Draft Calendar - Chair Williams provided a brief update on the deadlines and timeline for the RFFA application process. Members provided feedback regarding the due date for proposals, and agreed that it be adjusted from August 12 to August 26, in order to meet committee timelines during that time frame. Mr. Dan Kaempff clarified and members understood that changing the deadline comes at the expense of a tighter timeline for the review process to take place. He also noted that Metro staff is working on the TPAC work group composition and will be sharing that information soon.

3. CITIZEN COMMUNICATIONS ON AGENDA ITEMS.

There were none.

4. CONSIDERATION OF THE TPAC MINUTES FOR APRIL 29, MAY 6, AND MAY 13, 2016.

MOTION: Mr. Alan Lehto moved and Ms. Heidi Guenin seconded the motion to approve the TPAC minutes for April 29, May 6, and May 13, 2016.

ACTION: With all in favor, the motion passed.

5. EQUITY STRATEGY ADVISORY COMMITTEE

Mr. Scotty Ellis and Ms. Irene Konev presented the final draft of the diversity equity and inclusion strategic plan. Mr. Ellis provided an overview of the presentation, reviewed the work that has been ongoing, updates since last presentation and next steps in the timeline.

Mr. Ellis noted that in the past Metro's racial equity work hasn't been coordinated across departments, and has not been the most targeted and strategic to integrate and collaborate with community, business leaders, and staff. Communities of color face widespread and pervasive barriers than any other group. Metro will take a racial equity approach and ensure participatory evaluation and implementation

He identified five long-term goals that will guide the work and be implemented in the coming years:

- A. Metro convenes and supports regional partners to advance racial equity
- B. Metro meaningfully engages communities of color
- C. Metro hires, trains and promotes a racially diverse workforce
- D. Metro creates safe and welcoming services, programs and destinations
- E. Metro's resource allocation advances racial equity

Irene Konev, a Clackamas County resident, provided her perspective as a Steering Committee member, and discussed her experience of the work as rich and rewarding. She commended Metro for providing leadership in the region for this important work.

Mr. Ellis asked TPAC members to consider how Metro might work with their organization and agencies to consider or partner to advance racial equity.

Committee members appreciated the work and commended the committee and the team on this important work. Some suggestions and notes by the committee included:

- As the region's MPO, Metro manages the investments in transportation throughout the region. From the aspect of transportation, perhaps the equity lens could be reflected in the RFFA. Metro staff noted that each department will develop an action plan and social equity group is being developed. ODOT is represented. RTP work will also reflect this equity focus.
- Encouragement to share resources and information to best engage communities with outreach and engagement opportunities. Member organizations and agencies can learn from Metro's experience and connections to ensure communities to engage communities better.
- Suggestion to help individual organizations to build capacity for engaging communities so that they might best represent themselves.
- Partner with non-profits and community organizations that are already working in the immigrant community and communities of color that already have gained trust and respect, and have successfully fine-tuned outreach methods might help guide the work.
- An opportunity to systematically share data, demographic information, best practices, survey results, and information from focus groups. Metro might be able to actively capture other work and share those resources.
- Focusing on new leadership and youth is critical.
- While it appears to be an internal document it is of regional significance and can set the stage for other organizations to emulate, to scrutinize how these goals fit with local actions.
- Ms. Chris Deffebach provided comments from Andrew Singelakis, a member of the equity strategy steering committee and Director of Land Use and Transportation for the County, regrets that he

was unable to make it to this meeting, due to a sudden conflict. He noted: "I'm sorry that I am unable to attend TPAC this morning for reasons that are beyond my control. I came on to ESAC recently because I support Metro in their advancement of racial equity. Equity work is always very difficult, but necessary and worth it. For transportation professionals in this region, the topic is very timely. As you all know vulnerable populations in this region tend to live in communities that lack basic transportation infrastructure. We need to focus our efforts in fixing this problem. I believe that the work that Metro is doing will serve as a model for the rest of the region to follow. "

Chair Williams noted that focus of work will be reflected and noticeable in all Metro programs and projects as the equity strategy work is implemented in the coming months. Mr. Ellis invited TPAC members to attend the June 23 Council Meeting during which the plan will be adopted by Council.

6. PORTLAND STREETCAR UPDATE

Dan Bower gave a presentation regarding the Portland Streetcar. He noted that The City of Portland owns and maintains the Portland Streetcar system; it's also the lead development agency and in charge of land use planning in Portland. TriMet is the regional transit provider and supports Streetcar by providing trained operators and mechanics as well as providing operational expertise and funding. The non-profit Portland Streetcar, Inc., through its Board of Directors, and with authority granted by the City, provides oversight and assistance for planning, operations, budgeting, customer relations and streetcar best practices. All three agencies collaborate on transportation and land use planning in the region. Their relationship is governed by the Streetcar Master Agreement which was adopted by the TriMet Board of Directors and City Council in 2013.

Additionally, Mr. Bower discussed ridership, challenges, and opportunities. He noted that next steps for the streetcar include

- Update of assumptions for 2009 Streetcar Concept Plan
- Consistency with Comprehensive Plan and Regional Transit Strategy
- Provide certainty to property owners and planners
- Value capture opportunities
- Roadmap to doubling streetcar ridership.
- Project(s) to be included in update of 2018 Regional Transportation Plan (RTP)

He noted that there is an expectation in planning documents and from the public that the private sector will fund a new streetcar line. However, public money is needed since not enough private investment is available.

7. 2018 RTP UPDATE - LEADERSHIP FORUM #1

Ms. Kim Ellis provided a summary of the April 22, 2016 forum about the future of transportation in the Portland metropolitan region in support of the 2018 Regional Transportation Plan update. Staff has finalized a full report which will be sent as a supplemental information packet to TPAC members, alternates, and interested parties following the meeting. Regional Leadership Forums (RLF) will engage policy makers with state legislators, business leaders and community members throughout the RTP update. The goal is to define a shared vision and to discuss how the region might work together to obtain funding to accomplish shared goals.

Six key takeaways came from the forum:

1. Our region is growing and changing and so is the world around us. New partners and innovation need to be part of shaping a shared vision for the future and defining how we work together to achieve it.
2. The region's transportation system is a shared experience and a shared responsibility. Transportation is a top concern for most people, but we each have our own experience of getting around. Understanding these perspectives will help build a coalition to pursue a mix of investments and strategies that work together and accomplish multiple goals.
3. We need to define a bold vision for the future of transportation and the role it should play in our communities. Transportation is not an end unto itself, but a means to an end. There's more to be done to communicate the value of investing in all parts of our transportation system.
4. Our transportation system must be inclusive and benefit all families, communities and our economy. We need to take care of our existing system and invest in all travel options in ways that create an integrated system that is safe, reliable and affordable for all users.
5. Technology and data will be transformational and are key to a bold vision. Our challenge is to figure out how we harness the connectivity and efficiencies technology can provide while ensuring that it doesn't make existing problems worse or leave some communities behind.
6. We need partnerships and leadership to create a great future. We can build the future we want for our region. To keep it prosperous and moving, we need to work together to pursue more funding and embrace new voices and ideas.

Ms. Ellis noted that there is a lot of work underway in the technical work groups in each of the subject areas. The next forum will be focused on Navigating Our Transportation Funding Landscape on September 23, 2016.

Members provided the following comments and feedback:

- Information was requested about the intent of the forum as some officials who attended the event expressed that it didn't provide an opportunity to have tangible discussions about specific projects. Ms. Ellis noted that this first forum was intentionally focused on building relationships, and initiating discussions about a higher vision for our transportation system. The goal was to discuss what the region wants to collectively achieve, and to focus on our regional priorities as we update the project list for 2017. It was important to start with the discussion of outcomes and what we need to be working towards in a bigger picture way. There are also other venues at which partners can discuss specific projects outside the leadership forums including the technical work groups. The September leadership forum will be focused on funding. The December leadership forum will delve into more specific questions about projects.
- Information was requested about what assumptions are being made regarding autonomous and shared vehicles and whether those are being built into the RTP transportation model. Ms. Ellis noted that conversations are underway with the Metro research center.

8. 2018 RTP UPDATE - COORDINATED TRANSPORTATION PLAN FOR SENIORS AND PERSONS WITH DISABILITIES

Mr. Alan Lehto provided an overview of the work underway on the Coordinated Transportation Plan for Seniors and Persons with Disabilities (CTP) and its relationship to the 2018 RTP and the 2018-2021 MTIP. As background context, he noted that 5 percent of Americans identify as disabled with critical disability.

The CTP is comprehensive strategy that serves the transportation needs of people with disabilities and older adults. As a planning document, the CTP has three main functions that include: 1) providing an inclusive snapshot of the region's available services and a comprehensive vision of special needs transportation now and in the future; 2) providing direction for where to expend federal and state transportation funding dedicated towards special needs transportation; and 3) fulfilling certain key federal compliance provisions to remain eligible for allocating special transportation funding.

TriMet serves as the lead in developing the CTP in the Portland metropolitan region, because of its federal and state-designated role as the STF Agency to receive and disburse the Federal Transit Administration's (FTA) 5310 Enhanced Mobility of Seniors and Individuals with Disabilities and Special Transportation Funds (STF) from the State of Oregon. As part of TriMet's responsibility in developing the CTP, the agency ensures the plan addresses:

- An inventory of current services;
- Identification and assessment of transportation needs for individuals with disabilities and older adults;
- The identification of coordination actions to eliminate or reduce duplication in services and strategies for more efficient utilization of resources;
- Strategies to address identified gaps in services; and
- The prioritization of implementation actions.

Through the update effort, some key findings and takeaways from the draft 2016 CTP include:

- Actions placed into three tiers based on urgency, available capacity and funding
- Create an STFAC subcommittee to encourage progress on actions in between annual funding process
- Greater focus on measuring performance
- Encourage fixed-route service when possible
- Manage demand for ADA service
- Maintain current cost-effective services and expand or establish new services and programs
- Strong coordination, collaboration, and innovation
- Enhancing safety and pedestrian access and participating in land use decision-making
- Improve the customer experience

Members appreciated the update and asked about public-private partnerships, leveraging Uber and Lyft for paratransit ability and whether there might be an opportunity for that in the future. Other comments included discussion of geographic locations, and other funds that support these services. Mr. Lehto noted that this CTP plan is focused on the two above-mentioned funding sources due to federal requirements. There are other funding sources, but they are small and are being cobbled together. Most other funding sources are allocated to non-emergency medical transportation. Mr. Jon Makler noted that there is a new shuttle bus from Gateway Transit Center to Rooster Rock or Multnomah Falls that will run every 30 minutes. Members engaged in a brief discussion of MAP-21 and ensuring adequate time is allocated to the MAP-21 discussion on the June TPAC Agenda.

9. ADJOURN

Chair Williams noted that the next TPAC meeting would be convened on June 24, 2016. The meeting was adjourned at 11:45 a.m.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Lisa Hunrichs", written over a light blue horizontal line.

Lisa Hunrichs, Planning and Development

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 27, 2016

ITEM	TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
1	Agenda	5/27/16	5/27/16 TPAC Agenda	052716T-01
2	Work Program	5/20/16	2016 TPAC Work Program	052716T-02
3	Work Program	5/17/16	2016 JPACT Work Program	052716T-03
4	Meeting Summary	4/29/16	4/29/16 TPAC meeting summary	052716T-04
5	Meeting Summary	5/6/16	5/6/16 TPAC meeting summary	052716T-05
6	Meeting Summary	5/13/16	5/13/16 TPAC meeting summary	052716T-06
7	Flyer	May 2016	2018 RTP Update – Regional Transportation Forum #1 Summary	052716T-07
8	Document	June 2016	Strategic plan to advance racial equity, diversity and inclusion	052716T-08
9	Memo	5/20/16	To: TPAC and Interested parties From: Grace Cho and Ted Leybold Re: 2018-2021 MTIP Coordinated Transportation Plan for Seniors and Persons with Disabilities	052716T-09
10	Executive Summary	n/a	Executive Summary – PBOT Application for USDOT Smart Cities Grant	052716T-10
11	Handout	Undated	Draft 2019-21 RFFA Project Proposal Evaluation and Process & Timeline	052716T-11
12	Memo	5/27/16	To: TPAC and Interested parties From: Kari Schlosshauer and Hannah Day, SRTS National Partnership Re: Metro Safe Routes to School Strategy Project	052716T-12
13	Presentation		Strategic plan to advance racial equity, diversity and inclusion	052716T-13
14	Presentation		Portland Streetcar Update	052716T-14
15	Presentation		Coordinated Transportation Plan for Seniors and Persons with Disabilities	052716T-15