



# Meeting minutes

Meeting: **Transportation Policy Alternatives Committee (TPAC)**

Date/time: Friday, July 28, 2017 | 9:30 a.m. to noon

Place: Metro Regional Center, Council chamber

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## **Members Attending**

Tom Kloster, Chair  
Karen Buehrig  
Joanna Valencia  
Chris Deffebach  
Lynda David  
Judith Gray  
Nancy Kraushaar  
Katherine Kelly  
Eric Hesse  
Phil Healy  
Tyler Bullen  
Glenn Koehrsen  
Patricia Kepler  
Alfred McQuarters

## **Affiliate**

Metro  
Clackamas County  
Multnomah County  
Washington County  
SW Washington Regional Transportation Council  
City of Portland  
City of Wilsonville and Cities of Clackamas County  
City of Gresham and Cities of Multnomah County  
TriMet  
Port of Portland  
Community Representative  
Community Representative  
Community Representative  
Community Representative

## **Alternates Attending**

Todd Juhasz  
Jon Makler

## **Affiliate**

City of Beaverton and Cities of Washington County  
Oregon Department of Transportation

## **Members Excused**

Don Odermott  
Kelly Brooks  
Dave Nordberg  
Michael Williams  
Rachael Tupica  
Charity Fain  
Heidi Guenin

## **Affiliate**

City of Hillsboro and Cities of Washington County  
Oregon Department of Transportation  
Oregon Department of Environmental Quality  
Washington State Department of Transportation  
Federal Highway Administration  
Community Representative  
Community Representative

## **Guests Attending**

Garth Appanaitis  
Zoe Monahan  
Ibrahim Jaalouk  
Steve Williams  
Brad Kilby  
Lou Reynoldson

## **Affiliate**

DKS Associates, Inc.  
Portland State University, Student  
SMART/City of Wilsonville  
Clackamas County  
Harper Houf Peterson Righellis, Inc. (HHPR)  
Harper Houf Peterson Righellis, Inc. (HHPR)

## **Metro Staff Attending**

Ken Lobeck, Senior Transportation Planner  
Jamie Snook, Principal Transportation Planner  
Ted Leybold, Project & Resource Dev. Manager  
Randy Tucker, Policy Advisor  
Eliot Rose, Technology & Transportation Planner

Kim Ellis, Principal Transportation Planner  
Lake McTighe, Senior Transportation Planner  
Caleb Winter, Senior Transportation Planner  
Tim Collins, Senior Transportation Planner  
Marie Miller, Administrative Assistant

## 1. Call to Order, Declaration of a Quorum and Introductions

Chair Kloster called the meeting to order at 9:30 a.m. and declared a quorum was present. Member and guest introductions were made. New staff member, Eliot Rose briefly described his role in the Planning and Development Department as a Technology and Transportation Planner. He is working with Tyler Frisbee and Dana Lucero in Policy and Innovations.

## 2. Comments From the Chair and Committee Members

- **2018 RTP Call for Projects Update (Kim Ellis)** Ellis thanked the agencies, counties and cities for their efforts to update their project lists and project hub information to meet the July 21 Call for Projects deadline. Most agencies have finalized their lists through the coordinating committees and their agencies. A few more are finalizing the project hub information, including the modeling assumptions and GIS data.

Monday, July 31, 2017 is the deadline for all remaining Project Hub data. To stay on schedule with the evaluation work, all information, including modeling details and shapefiles, is to be submitted by the July 31 deadline.

Friday, August 25, 2017 is the deadline for the other information to be submitted.

- Endorsements from coordinating committees and agencies
  - EMCTC and ODOT already submitted their project list endorsement
  - C-4 subcommittee endorsed their list, and the full C4 group is anticipated to endorse their project list at their August 12 retreat
  - WCCC is anticipated to endorse their project list on August 14
- Public involvement checklists; each agency needs to provide this by August 25
- Pilot project evaluation; each agency needs to provide this by August 25

Ellis reported on highlights from the Hub:

- More than \$2 billion in projects have been completed since 2014, including the Milwaukie LRT extension, Sellwood Bridge replacement, Sunrise Phase 1 and many other smaller projects throughout the region.
- More than 1,000 projects have been proposed for the 2018 RTP; one-third of these are new to the plan, including TSMO, Active Transportation and new Transit projects.
- The total cost of projects being proposed for 2018 RTP: \$21.5 billion

Numbers are preliminary and subject to change as submitted information is reviewed and agencies finalize their Hub information. TPAC can expect another report on the projects submitted and RTP next steps at the August TPAC meeting.

- **Congestion Mitigation Air Quality Program (CMAQ) Update (Ted Leybold)** Leybold provided a status report on CMAQ negotiations with the State of Oregon. CMAQ funds are passed through to regions that have air quality issues. Metro has combined these funds in the past with two other sources of Federal funding to form the allocation of RFFA funds that was recently completed. The state now has two new eligible regions for CMAQ funds (Eugene and Salem), that requires a new statewide distribution formula be developed.

A policy advisory committee has been formed to create the framework on how to distribute these funds. The recommendation from the committee received the approval from the Oregon Transportation Commission. The full impact to our region is yet unknown, but of approximately \$130 million of total funding we previously expected to receive between 2019 and 2021, we would receive an estimated \$6 million less now. The final forecast from ODOT is being

considered currently, with a proposal expected in two months. ODOT is taking a more strategic approach with the plan based on input from committees and policy partners, rather than the historically population based formula.

Chris Deffebach asked for clarification on the amount of allocation reduction estimated. Leybold reported that each year would be an estimated \$1.5 million less. The new formula begins in 2019. Metro will also see a slight reduction prior to 2019 also, for years 2016-18, due to ODOT allocation of CMAQ funds to Eugene and Salem during those years.

- **UPWP/MTIP Quarterly Report (Ken Lobeck)** Lobeck provided the Metropolitan Transportation Improvement Program (MTIP) 3<sup>rd</sup> Quarter FFY 2017 Completed Amendments and 4<sup>th</sup> Quarter SFY 2016-17 UPWP Summary Report. A total of 55 MTIP amendments were approved in the 3<sup>rd</sup> quarter, with all project amendment requests submitted during this period following amendment rules stated in the new STIP/MTIP Amendment Matrix. The ratio of Formal Amendments to Administrative Amendments is nearly 2:1. Since January this year over 100 amendments are expected to be submitted by mid-August. The FHWA Director in Oregon is meeting with Metro, MPO's and others to discuss process adjustments, with more project delivery discussions in the fall.

A total of 12 regionally significant UPWP projects in the 4<sup>th</sup> Quarter. During this time, one project was completed, with a new project added. Each quarter, the lead agency provides a status update for the project, which was provided in handouts.

- **TPAC Notification of Current Monthly MTIP Amendments (Ken Lobeck)** Lobeck reported that approximately 90% of the annual federal year fund obligations occur during the end of July and through August. Federal fiscal year 2017 is no different. However, prior to completing the federal fund obligations, MTIP and Statewide Transportation Improvement Program (STIP) project amendments must match correct funding to projects, supporting required approvals and allowing federal funds to move forward.

As July 2017 began, formal amendments to the MTIP ceased due to insufficient time to complete all processing and approvals in time to meet the end of federal year 2017 obligation timing requirements. Actions for these projects will need to occur in fall, 2017 through the new 2018 MTIP and STIP.

- **Oregon MPO Consortium Quarterly Meeting at Metro, August 11, 2017 (Tom Kloster)** Chair Kloster announced that the Oregon MPO Consortium Board Meeting would be held at Metro on Friday, August 11. Ted Leybold would be representing Metro, TPAC members are welcome to attend also. Following the meeting, there will be a bus tour of Division Street showcasing the BRT project.

Chair Kloster also announced that two TPAC community members expressed concern about ending their term prior to the end of 2017. They will complete their terms and attend through 2017 when schedules allow. Recruitment for TPAC community members will begin earlier this year. Encouragement was given for spreading word on this opportunity to serve.

- **Comments from Committee Members** There were no comments.

### **3. Citizen Communications on Agenda Items** There were no comments.

#### 4. Consideration of TPAC Minutes for June 30, 2017

Corrections were noted: Amanda Owings represented the City of Lake Oswego, not Wilsonville, and the Cities of Clackamas County. Chris Deffebach is spelled as such. Page 7, Agenda 9, third bullet ends with Map, not May.

**MOTION: To approve the minutes of June 30, 2017 with corrections noted.**

Moved: Jon Makler

Seconded: Glenn Koehrsen

**ACTION: Motion passed 12 yes votes, 0 no votes, 3 abstaining votes; Nancy Kraushaar, Tyler Bullen and Todd Juhasz.**

#### 5. 2018 RTP: Designing Livable Streets

Lake McTighe provided an update on the Designing Livable Streets project. The purpose of the project is to update and provide new design guidance for roadways and regional trails to support achieving regional land use and transportation goals and policies. Scoping of the project started in 2015 and is anticipated to be completed by the end of 2018.

Metro street design guidelines were first developed in 1997 to provide a set of tools to elected officials, public agency staff, and the private sector for achieving regional livability goals, including protecting air and water quality. A primary goal was to implement the 2040 Growth Concept by linking land-use and transportation planning and providing design guidance for streets that was responsive to surrounding land uses. The program started with the release of the Creating Livable Streets guidelines. Since then the program has grown to include a suite of guidelines. The need to update the design guides was identified as an implementation activity in the 2010 RTP.

The project guidance includes the management team of Metro, ODOT and consultants (KAI, GreenWorks, Past in Place, KLIK), Technical Work Group experts and partners, internal review team experts, and Metro policy advisory committees and Council. The project timeline is now in Phase 1, tasked to draft the outline, determine content and policy updates. Phase 2, January to December 2018 will develop and finalize the updated guidelines and resources.

McTighe presented a draft of the Table of Contents based on the information in the existing *Creating Livable Streets*, *Green Streets*, and *Trees for Green Streets* guides, work sessions with Metro staff, and a review of other agency best practices. Input from TPAC was requested on the draft Table of Contents. Specific information for each section will be determined during development of the Annotated Outline.

The Draft Table of Contents was reviewed.

Chapter One: Introduction. The big picture overview of project guidelines.

Chapter Two: Design Policy. Design policies from Federal, State, Regional and Local agencies.

- Glenn Koehrsen recommended we add a section on aging and disabilities under 2.3 Design Outcomes: Designing for Today and Future.
- Joanna Valencia asked if Equity (leading with race) under 2.3 Design Outcomes would mention all underserved communities, not just race. McTighe responded in the affirmative.
- Confirmation was given on including inclement weather, climate change, emergency access roads and heat islands in regional policy designs.
- Patricia Kepler urged addressing safety for people with disabilities to safely access transit and other destinations. Outside urban areas that will become urban need designed safety facilities, especially with consideration of low-income, limited access to travel choices. Rising housing costs in relation to transit should also be given consideration with the design elements.

- Eric Hesse agreed that transit routes and corridors be prioritized addressing this issue.

Chapter Three: Design Classifications. Addresses regional policy with the functions of streets and trails. Section 3.3 Regional design classifications will be refined to include industrial and freight classification street design.

- Judith Gray asked for clarification on 3.3 Roads: Urban and rural (may change Urban to Industrial) – which roads are urban – what about suburban roads? McTighe reported that the Industrial design classification in the RTP was changed to “Urban” some years ago – but all roads in the metro area are referred to as urban. Chris Deffebach was interested in hearing how the urban/industrial change may be changed. Washington County is currently studying urban growth and urban reserve areas, where parallel work may match with designs.
- Nancy Kraushaar recommended calling freight routes for industrial streets where the context for design in this purpose. The challenge of a state law regarding UGB classifications where sidewalks and bike lanes were placed was discussed. Design classification in areas where laws such as this might provide solutions to safe travel in and between UGB areas.
- Katherine Kelly appreciated the separate regional design classifications under 3.3 specifically for Regional Multi-Use Paths, and Regional Nature Trails. Joanna Valencia agreed.

Chapter Four: Design Elements and Considerations. The toolboxes and purpose of design with these building boxes. This includes design considerations that can be challenging in projects.

- Glenn Koehrsen asked that intersections be given further consideration highlighting ways to design for slower vehicle speeds and calm the intersections.
- Katherine Kelly asked for clarification with 4.2 Design Principles, Building frontages, best practices. Did this relate to 4.4 Design Elements, Land Use Realm? These would be how street design responds to types of land use, not develop codes. Examples could be transparency in building, adequate space for accessibility, downtown revitalization design description.
- Deffebach mentioned the design challenges of streets on the urban-rural edge.
- Karen Buerhig noted that taking on nature trails might be too much. McTighe clarified that this referred to regional trails that were in sensitive habitat areas and needed special design considerations.

Other comments:

- Judith Gray suggested a chapter added on emerging topics, such as Autonomous Vehicles, Electric Vehicles, Shared Mobility, and Resiliency. These topics, including climate change, are not fully known for our impact with design. Active Transportation System could also be added related to expanding safety issues, acknowledging the challenges and limitations to data not known to date.
- Karen Buehrig appreciated the huge undertaking of this project. She was concerned with the statement in the staff report “Additionally, transportation projects funded with federal Regional Flexible Funds must follow the design guidelines.” Chapter Six on decision making with policy guides will help provide guidance on designs. It was asked if expanding designs to regional nature trails fits in with street designs. Storm water management and pervious surfaces is mentioned in chapter 4 with design elements. Having them named in design considerations is appreciated. Repaving and maintenance was also named as part of design which is important in future planned costs and strategies. Buehrig suggested having these sections reported on separately to provide more discussion time with topics.
- Jon Makler agreed on maintenance with design as part of the feasibility element with projects. Legal agreement consideration could be added to design plans as they carry a large impact in the region. It was advised that caution be given to combining freeways and highways as throughways for regional design classifications.

- Eric Hesse commented that the enhanced corridors toolkit might be a useful guide that could be shared with design planning.
- Tyler Bullen commented on the ODOT community work group focusing on facilities connecting OHSU with transit opportunities. Having their Urban Design Initiatives studies shared could be beneficial.
- Chris Deffebach commented on the importance of this discussion and having time to review these guidelines before adoption in the RTP. Chair Kloster stated that resources from the technical work group, TPAC, MTAC and others would all be reviewed for language in RTP prior to recommendation to JPACT.

## **6. Metro Summary Legislative Overview**

Randy Tucker provided a summary overview following the Oregon State House Bill 2017-10 Amendment on Transportation recently passed by the legislature. Under funding investments, the gas tax will increase by 10% over a 7-year period by 2024, beginning with a 4 cent increase in 2018, then 2-cent increase conditioned on accountability. Vehicle registration and title fees are being increased, with tiered increases based on efficiency of vehicles.

The total amount from full implementation of these fees is \$226 million by 2024, with the 50/30/20 distribution formula between ODOT/Counties and Cities. Metro's allocation over the 7-year period is \$250 million specifically to Region 1 projects, with \$110 million designated a jurisdictional transfer from Outer Powell Boulevard to the City of Portland. Region 1 is expected to spend these funds significantly on maintenance and preservation.

Addressing congestion in the region with the three bottleneck areas (OR 217, I-205, and I-5 Rose Quarter), \$30 million a year is planned for investment starting with the Rose Quarter in 2021, off the top before the \$226 million split with Counties and Cities. Safe Routes to Schools is also off the top before the 2021 allocations. Region 1 expectations are set for \$98 million for improvements to OR 217. The bill calls for cost estimates to be delivered to the legislature by Feb. 1, 2018 for improvements to I-205. I-205 congestion relief projects is not funded, but the process is underway with a funding strategy is to be determined. The bill calls for a value pricing to relieve Portland Metro area congestion with some variable of funding that will address the area between I-205 and I-5 to the Washington State border. ODOT will launch a process for this.

Transportation investments in multi-modal solutions for congestion relief, there is permanent funding in the package for Connect Oregon. This permanent funding for Connect Oregon comes from the new light vehicle dealer privilege tax dedicated to electric vehicles rebates and Connect Oregon, with 7% of bicycle excise tax on adult bicycles that cost \$200 or more dedicated to bicycle and pedestrian projects in Connect Oregon. Transit, that was formerly part of Connect Oregon, has been moved out of these programs. The bill also provides \$10 million per year for Safe Routes to Schools increasing to \$15 million in 2023. In addition, 1% of state highway fund revenue for bike and pedestrian projects on the highway system. The new bicycle excise tax of \$15 on adult bicycles that cost \$200 or more is expected to generate an annual average revenue of \$1.2 million, dedicated to bicycle and pedestrian projects in Connect Oregon.

The legislature prioritized transit starting with a 1/10th of 1% statewide payroll tax that is dedicated to public transit statewide. This translates to an approximate TriMet increase in revenue of \$50 million averaged over several years supporting an improvement plan to increase frequency of bus service for communities with low-income families, procure buses powered by natural gas or electricity, and implement reduced fares and expand service in communities with low income households.

JPAC has called for improvements in better air quality, and this transportation bill will help achieve results with clean fuels that guarantees certainty with cost containment measures in statute for consumer protection and investments in multimodal transportation. Value pricing to relieve Portland Metro area congestion and electric vehicle rebates will also result in improved air quality. Terms for low carbon fuel standards provisions and definitions for design programs have been addressed.

The legislature looked at ways to support and expand local options, addressing the regions' ability to raise funds for highway bottleneck congestion, with possible additional regional funds used for other programs. This issue was left with no action taken. Tucker added that a new provision for cost benefit analysis was included in the bill. Set requirements for the analysis must be completed before a large project, over \$15 million that adds capacity to the state highway system is added to the STIP, and exempts certain projects. This will be worth watching in the future.

Comments from committee members:

- Jon Makler asked on thoughts of the mega projects task force formation listed with a certain date in the bill. Tucker stated there is no information to report yet.
- Chris Deffebach commented on the subtle changes to reporting with the OTC in this bill. More specific technical reporting and accountability are expected with this legislative action. Tucker added that passage of the bill increased authority to OTC and adding a new permanent standing committee in the legislature for funding accountability.
- Phil Healy commented on having Connect Oregon supported with permanent funding. Port facilities had some projects earmarked with \$70 million to begin. It was still unclear where, or how often more funds would be available.
- Todd Juhasz asked what was known about the OTC requirement to appoint the advisory joint committee on transportation. This has yet to be formed.
- Tyler Bullen asked if the Columbia River Crossing issue was addressed with the House Bill, which it was not specifically. There was a discussion on possible toll fees crossing the river, but the legislature stopped short of passing legislative plans. Lynda David commented there is interest from Clark County, WA as the discussion moves forward. Jon Makler added that ODOT makes no presumption on tolls for funding; the emphasis is devalue pricing on the investment sections.

Tucker concluded his report that a section by section review of the Transportation House Bill is available on the legislature website. There are still many issues to work through for specific details. More reports can be brought to the committee, checking back in.

## **7. Washington County Transportation Future Study**

Chris Deffebach presented information on the Washington County Transportation Futures Study. Funded by the Oregon Legislature in 2013, the study evaluated long-term transportation strategies and investments needed to sustain the County's economic health and quality of life for the future. The study looked beyond the typical 20 year planning horizon, assuming that local Transportation System Plans were implemented. The purpose of the study was to inform, not a plan.

Public process shaped the study with input from communities, advisory team members and agency coordination. The study recapped how the county has grown faster than predicted over the past 20-30 years, developed into a more ethnically diverse population, adopted land use plans consistent with 2040 and implemented transportation funding strategies. The county now has a population of 580,000 and could increase by another 50% in 40-50 years along with a significant increase in employment.

The travel demand model results showed that in the future more daily trips will come into the county that out of the county; with the highest growth for trips within the county. While walking and biking

trips were expected to increase by nearly 100%, transit trips would increase by over 200%. Traffic increases were expected to increase traffic delays and congestion, especially on freeways, and regional access points, resulting in higher truck hours of delay and more cut-through traffic.

Three possible transportation investment packages were studied, starting with a base package of adopted plans, enhanced transit and demand management, a second package with enhanced arterial networks, and a third package with new major roadways and transit capacity. The models showed that, VMT (Vehicles per Mile Traveled) could decline with improved street connectivity, and demand management programs.

The study showed that transit trips to Portland remain the largest single market, transit trips within county increased by 300%, and 80% of households would be located within ¼ mile of transit with the services assumed. More than 80% of low-income households would be within ¼ mile of transit also.

Improved arterial capacity, new connections and access management showed a small effect in reducing traffic delays by just 5% though new arterial connections could improve safety and shift traffic out of neighborhoods. Freight and travel times showed a slight improvement. New roads and highway and transit capacity could reduce traffic delays up to 15%, reducing cut-through traffic in urban centers by up to 14% and improving travel times between key regional centers.

Maps were shown from the study with new road connections. The Northern Connector from hwy 26 to Columbia Blvd was studied to respond to interest in reducing traffic through the Vista Ridge tunnel on Hwy 26 and serving the airport more directly. The study showed that the Northern Connector could reduce traffic on Hwy. 26, including 60% of trucks, and improve travel time to the airport and I-5 Northbound, but would also create rural community and environmental impacts.

A new North-South limited access road was also studied to the west between Hillsboro and Wilsonville. The study showed the new road would reduce traffic on TV Hwy. and rural roads and improve travel time between Hillsboro and Clackamas County. It would also have rural community and environmental impacts. These roads were evaluated through the travel demand model and have been not been evaluated for engineering feasibility.

The study showed that added managed lanes for trucks, transit and carpool could reduce delay for trucks by over 40% and increase carpool use, but demand still exceeds capacity. The study looked at pricing and how it might reduce congestion. Tolling could help better manage traffic flow, but may increase cut-through traffic. Road user charges (VMT charge) could reduce travel demand up to 15%, if implemented as a variable fee according to studies elsewhere.

All packages evaluated assumed 100% completion of facilities for walking and biking on arterials and collectors. Assuming the implementation of these plans, walking and biking use would see a 100% increase and almost 80% of households would have access to a complete street, with sidewalks and bike lanes, or a trail. Protected bike lanes, trails and complete streets would improve safety and access and have health benefits.

Relative costs of the three packages of investments ranged from \$11 billion to \$26 billion. Deffebach cautioned that these transportation investments cost more than planned revenues, and not all projects would be necessarily constructed.

The study received public input from online open house with over 5,000 participation, and phone surveys among 400 county residents age 18 and older. Transportation priorities showed overall support



for a multimodal system, with improving traffic flow as a top objective. The phone survey showed 3 out of 4 people would be willing to pay \$100/year; 48% willing to pay \$300/year.

Other key findings:

- 88% expect transportation will be a problem in the future
- 80% support exploring ways to use smart technologies to reduce the need for widening or building new roads
- Over 70% said it was very important to reduce freeway congestions within and connecting to Washington County
- 60-70% support new limited access N-S roadways.
  - Increased support if it reduces congestion
  - Decreased support if it impacts the environment

The study has generated much interest for continued evaluation in several areas:

- Business interest to have better truck studies led to agency coordination and participation with the Washington County Freight Study.
- Additional study of the arterials and I-5 in the southern areas of the county
- Urban reserves and expected growth in these areas requires cumulative planning for transportation needs.
- Transit studies are needed to explore how to support transit ridership growth.
- Changes to parking requirements as the County becomes more urban,
- Interest in Northern Connector with access from the west areas to get to the north
- General awareness of issues and education with community, agencies and neighboring counties in the region to look ahead and plan cohesively.

Comments from committee members:

- Tyler Bullen asked for clarification on the statement in the study handout “The County will be denser with more people per square mile than Portland has today.” Deffebach reported that this was a gross calculation/acre and reflected the smaller lot sizes and a mix development of residential, employment and commercial uses in the county. Bullen asked if there would be further description of the study with highlighted checks in the study. The Executive Summary gave highlights from the study. Full details of the study could be accessed from the County website.
- Glenn Koehrsen asked why the difference in transportation priorities from the online survey and phone survey. Online survey results gave highest priority to transit improvements, while the phone survey gave roads and highways as their highest priority. Deffebach pointed out that both survey and poll showed these as the top two though the questions were asked differently. Online participants were asked more questions about their level of support for a wide range of potential transportation investments. The phone survey was much shorter, but results for both were quite similar.
- Judith Gray commented on the need to provide more focus on the Hillsboro airport regarding volume of freight and commented that a status quo approach to changing environments is questionable. Deffebach reported that the study evaluated use of the airport or other facility for freight. It was asked why not work with studies and data matched with strategies incrementally so adaption of growth is more easily achieved. Accelerated plans with AV around the country are being designed, which we need to emulate.
- Eric Hesse agreed on the importance of the fast moving issues with AV and making regional assessments tools more effective with future planning.

## 8. Washington County Freight Study

Phil Healy presented information on the Washington County Freight Study. Washington County's economy is important to the Portland Metro region. The computer and electronic industries located in the county account for nearly half of state exports in value. The county contains over 15% of the state's jobs and has the highest average wages. The study helps to understand how freight congestion impacts these companies' ability to operate, compete and grow.

Project partners with the study:

- Reviewed existing plans, studies and data
- Conducted interviews with companies that ship or carry goods into or out of Washington County
- Analyzed recent truck operations using real-time speed and volume data
- Evaluated and prioritized truck needs within Washington County

Industry Trends from the study showed most industries anticipating growth. The truck driver shortage was expected to be exacerbating by increased regulations. Congestion is adding time to deliveries, where there is a need to add more trucks to roads. More trucks on local streets due to increased residential deliveries. Congestion will significantly add cost to businesses.

Industry observations:

- Heavy reliance on trucks
  - Severe highway congestion expected to worsen
  - Access is key issue
  - Some major arterials overwhelmed
  - "Farm to market" not sized for loads
- Air Freight
  - Fed Ex and UPS depend on PDX
  - Many use other gateways based on services/frequency
  - Interest in more service at PDX
- Marine Shipping
  - Lack of container service in Portland
- Rail Used for Long Distance and Heavy Loads

The study evaluated and prioritized truck delays, truck reliability, freight designation, safety, stakeholder identification, and future congestion/growth factors. Critical corridors and arterials identified as significant freight needs to address are the I-5 corridor, US 26 eastbound, top tier freeways, highways and arterials including portions of OR 217, OR 8, Tualatin-Sherwood Road, Cornelius Pass Road and Murray Boulevard.

Stakeholder suggestions to improve freight movement included:

- Adding HOV or truck-only lanes
- Providing incentives to encourage off-peak delivery
- Adding lanes or interchanges at bottleneck areas along specific corridors
- Expanding transit service, routes, and facilities along congested corridors
- Higher speed limits

In summary, Healy reported that Washington County is highly freight dependent, with freight access issues to major state/region and local roads, having delay and reliability concerns, and a growing congestion problem that represents significant cost to businesses.

Chair Kloster asked if more is known with plans for the freight connector to the airport from Washington County. Healy reported that PDX was not the sole destination but that trucks from Washington County stopped at businesses for additional cargo on the way to PDX. Also, PDX area is a consolidation center for cargo bound for other destinations. More study on the new freight connector issue is needed. Nancy Kraushaar reported that seeing Wilsonville included with the studies in Washington County was good, and that recognition of the areas in the region being connected.

Jon Makler asked if the maps in the study were future models. Healy reported they were from current data. Chris Deffebach concurred and added that the information showed the growth potential. Judith Gray asked if any outreach has been presented with this study with the City of Portland, in particular with the City's Freight Committee. Healy agreed it would be beneficial to have input from the group. Deffebach added that having current data used with these studies provided valuable freight information, which went beyond Washington County but to a broader, comprehensive study for the state and region.

#### **9. Adjourn**

There being no further business, meeting was adjourned by Chair Kloster at 12 p.m.

Meeting minutes respectfully submitted by,



Marie Miller  
Planning and Development, Metro

Attachments to the Record, Transportation Policy Alternatives Committee meeting, July 28, 2017:

Item	Topic	Document Date	Description
1	Agenda	7/28/2017	July 28, 2017 Meeting Agenda
2	TPAC Work Program	7/21/2017	TPAC Work Program as of 7/21/2017
3	Memo	7/17/2017	(MTIP) 3rd Quarter FFY 2017 Completed Amendments and 4th Quarter SFY 2016-17UPWP Summary Report
4	Attachment 1	7/17/2017	Attachment 1 to Staff Report, 2015 MTIP 3rd Quarter Federal Fiscal Year (April 1, 2017 to June 30, 2017) Approved Amendments
5	Attachment 2	7/17/2017	Attachment 2 to Staff Report, UPWP Regionally Significant Projects Summary Update 4th Quarter SFY 2016-17 Reporting Cycle (April 1, 2017 to June 30, 2017) Project Status & Expenditure Updates As of June 30, 2017
6	Memo	7/21/2017	Metropolitan Transportation Improvement Program (MTIP) July 2017 Amendments Notification
7	TPAC Minutes from June 30, 2017	6/30/2017	Draft Minutes from TPAC June 30, 2017 Meeting
8	Memo	7/19/2017	Update on 2018 RTP Transportation Design - Designing Livable Streets and Trails Guide
9	Handout	5/22/2017	2018 REGIONAL TRANSPORTATION PLAN Roster for Design Technical Work Group
10	Handout	6/16/2017	METRO DESIGNING LIVABLE STREETS & TRAILS GUIDE DRAFT TABLE OF CONTENTS
11	Handout	July 2017	HB 2017-10 Overview
12	Handout	7/21/2017	House Bill 2017 –10 Amendment Transportation Proposal Section by Section Review
13	Handout	February 2017	Washington County Transportation Futures Study
14	Handout	February 2017	Washington County Transportation Futures Study, Public Comments on Futures Study
15	Report	July 2017	WASHINGTON COUNTY FREIGHT STUDY
16	Presentation	7/28/2017	2018 RTP Update: Designing Livable Streets
17	Presentation	7/28/2017	2017 Regional Transportation Agenda Resolution 17-4772, Adopted by JPACT on 2/16/2017
18	Presentation	7/28/2017	Washington County Transportation Futures Study, STUDY OVERVIEW, FINDINGS, SURVEY RESULTS
19	Presentation	7/28/2017	Washington County Freight Study