



# Meeting minutes

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

Date/time: Friday, December 15, 2017 | 9:30 a.m. to noon

Place: Metro Regional Center, Council chamber

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## **Members Attending**

Tom Kloster, Chair  
Karen Buehrig  
Chris Deffebach  
Mark Lear  
Nancy Kraushaar  
Katherine Kelly  
Eric Hesse  
Phil Healy  
Tyler Bullen  
Glenn Koehrsen

## **Affiliate**

Metro  
Clackamas County  
Washington County  
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

## **Alternates Attending**

Jessica Berry  
Todd Juhasz  
Jon Makler  
Jason Gibbens

## **Affiliate**

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

## **Members Excused**

Joanna Valencia  
Lynda David  
Don Odermott  
Carley Francis  
Rachael Tupica  
Charity Fain  
Heidi Guenin  
Alfred McQuarters

## **Affiliate**

Multnomah County  
SW Washington Regional Transportation Council  
City of Hillsboro and Cities of Washington County  
Washington State Department of Transportation  
Federal Highway Administration  
Community Representative  
Community Representative  
Community Representative

## **Guests Attending**

Zoe Monahan  
Alan Lehto  
Lidwien Rahman

## **Affiliate**

City of Tualatin  
TriMet  
Oregon Department of Transportation

## **Metro Staff Attending**

Ted Leybold, Resource Development Manager	Kim Ellis, Principal Transportation Planner
Ken Lobeck, Funding Programs Lead	Lake McTighe, Senior Transportation Planner
John Mermin, Senior Transportation Planner	Grace Cho, Associate Transportation Planner
Margi Bradway, Deputy Dir. Planning & Dev.	Lake McTighe, Senior Transportation Planner
Cindy Pederson, Model & Research Manager	Marie Miller, TPAC Recorder

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

Chair Tom Kloster called the meeting to order at 9:30 a.m. and declared a quorum was present. Introductions were made by TPAC members, alternates, staff and guests attending the meeting.

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## 2. Comments From the Chair and Committee Members

- **Proposed TPAC/MTAC 2018 Meeting Calendar (Tom Kloster)** Chair Kloster provided background on the proposed TPAC/MTAC 2018 meeting schedule, with reference to the memo sent to members with attached 2018 calendar. Appreciation was given to the community representatives, coordinating committees and TPAC/MTAC members that helped accommodate this new pilot schedule. The new schedule allows for informal discussions at workshops leading to action items in line with JPACT and MPAC meetings. Question on how this new schedule works with the STIP amendment process, it was agreed there was no challenge. It was acknowledged that a second TPAC meeting (the workshop with MTAC) meant more meetings each month. The possibility of video recording meetings was mentioned. Staff will look into this possibility.
- **New TPAC Community Member Appointments (Tom Kloster)** Chair Kloster referred to Resolution 18-4860 in the packet with the following staff report, providing information on the proposed new TPAC community members. President Hughes is expected to appoint these three new members to TPAC on January 4, 2018, with the following day attending their first TPAC meeting. These new members are Maria Hernandez, Emily Lai and Beverly Drottar. An orientation is planned for the community members in early January.
- **2021-24 State Transportation Improvement Program (STIP) Update (Grace Cho)** Ms. Cho provided an update on the STIP process with OTC. Handouts were given that contained letters to the Oregon Transportation Commission (OTC) and ODOT from Metro staff that highlighted key points and concerns with the program, with next steps to design criteria for funds and coordination with ODOT.

## 3. Citizen Communications on Agenda Items - None

## 4. Consideration of TPAC Minutes for November 17, 2017

**MOTION:** To approve the minutes of November 17, 2017 as presented.

Moved: Karen Buehrig                      Seconded: Jon Makler

**ACTION:** Motion passed unanimously, with two abstentions: Nancy Kraushaar and Glenn Koehrsen.

## 5. MTIP Formal Amendment 17-4858

Ken Lobeck presented Resolution 18-4858 for the purpose of adding or amending existing projects to the 2018-21 Metropolitan Transportation Improvement Program (MTIP) involving six project requiring programming additions, corrections or cancellations impacting Gresham, King City and ODOT. Metro's and USDOT approval steps and timing for the amendment were provided.

### Comments from the committee:

- Chris Deffebach asked where the redistribution of funds on the King City project went to, acknowledging cost increases to the project. Ken Lobeck reported that funding programming in years before 2018 are considered prior obligated and are shown in the prior obligated total for the project in the 2018 MTIP. Due to a revision in the project limits, the project scope is being modified. This results in a required update to the project name and description. Project funding remains unchanged. Additional funds were not available to address the cost increase resulting in the revised limits and scope of work. The amendment swaps out several funds with State STP funds. Overall, the project programming amount remains unchanged.

- Nancy Kraushaar asked for clarification on project #3 in the list of this amendment; OR212/224 Sunrise Corridor: 112nd Ave.-172<sup>nd</sup> Ave. The City of Happy Valley asked if unexpended funding needed to go to ODOT projects. Jon Makler explained that unexpended obligated Right of Way phase funding not currently required for this project is being de-obligated and reprogrammed to the PE phases of the next 2 projects in the list. Because the ROW phase obligation occurred in 2016, the project was not carried over into the 2018 MTIP. The state legislature gave funding to specific Sunrise Corridor sections in named projects, which does not include the area asked by Happy Valley.
- Karen Buehrig requested clarification on the map, page 3 of attachment 1; OR212/224 Sunrise corridor: 122<sup>nd</sup> – 172 Avenue, ODOT. The map shows portion of the project in Milwaukie, which is incorrect, and what should correctly show the 122<sup>nd</sup>-172 Avenue project where Right of Way purchases are for this project. ODOT and staff agreed to this correction of the map before presented to JPACT.

**MOTION: To approve recommendation to JPACT for resolution 18-4858 to Metro Council enabling the six identified projects to be amended correctly into the 2018 MTIP, and then allowing final approval to occur from USDOT, with the correction made to the map as noted.**

Moved: Chris Deffebach

Seconded: Mark Lear

**ACTION: Motion passed unanimously.**

## **6. Draft RTP System and Evaluation Findings**

John Mermin presented preliminary system evaluation and findings of the 2018 RTP Investment Strategy. Challenges exist with rapid growth expected in coming years that will affect our transportation systems. The presentation included a table of draft phasing of RTP projects, with three phases listed; Draft 2018-2027 Financially Constrained RTP Projects, Draft 2028-2040 Financially Constrained RTP Projects, and Draft 2028-2040 Strategic RTP Projects if further funding is available. Project evaluations were explained and how measured for RTP goal alignment.

Results show that individuals are predicted to drive less, with a 1-4% decrease from 2015 to 2040. The demand for transit is growing. The City of Portland and urban areas of Counties will see the largest increase in walking, biking and transit use. Answering questions on efficiency, drivers are expected to spend more time in traffic with hours of delay, affecting congestion that delays freight and goods movement. The Portland Metro Region is ranked 8<sup>th</sup> in transit productivity (boardings per hour) and 24<sup>th</sup> in population compared to other regions in the county.

### **Comments from the committee:**

- Mark Lear appreciated the work on the system evaluations and asked how we might make changes to better meet performance measures. The City of Portland is supportive of the first 10-year plans and fine tuning Climate Changes in the plan. It was recommended to include congestion pricing and consider incorporating hours of transit service into the equity strategy.
- Eric Hesse commented on the useful lens with Climate Change for decisions on investment policies and the opportunity to find better performance measures. TriMet is studying how the integration of HB2017 works with planned transit service levels and possible additional hours of service. Chair Kloster noted the upcoming Regional Leadership Forum would include information on Climate Smart outcomes being evaluated now.
- Karen Buehrig asked what actions might be considered to help with increasing mode share. It appears that modest changes with no build and strategic planning shows only a small percentage increase, while network and delay congestion increase by 60%. If the data could provide tools to decrease congestion, and help identify actions for specific projects that support mode share to make this difference, it would be more helpful for planning.

- Jessica Berry asked how the percentages shown for constrained, strategic and no build categories were individual or cumulative. John Mermin reported these numbers were not the growth together, but shown by financial categories.
- Chris Deffebach commented on the higher percentages of mode shares in populous areas, but average numbers when combined with less populous areas. With land use issues and growth, it was suggested these areas be broken down to tell a fuller story. The results of the evaluations raises questions on what could be changed for planning for this growth and how project lists can be adapted for best use of the funding. More insight and highlighted trends would be beneficial.
- Mark Lear was concerned that the bike model was under estimating safety with increased trips that come with more added infrastructure. There is also a concern from an equity perspective that individuals forced to live farther away from their destinations have transit access. More review of the bike model was suggested.
- Eric Hesse agreed that congestion pricing could be possible as part of the solution reaching transit goals. It's worth looking at from the RTP perspective with emerging timelines, with eligible projects and how policy changes are shaped.
- Tyler Bullen commented on the confusion with 2040 Strategic and No Build comparisons and suggested more work on drafting the phases. It appears a large amount of funding would affect just 3% change, not much positive impact. It was requested to have Autonomous Vehicles addressed in evaluations also, addressing effect on congestion.
- Nancy Kraushaar commented on the transit maps in the packet that appears to show South Clackamas County lacking transit service fully, and not showing improvement with plans. On the Streets and Highway maps, I-5 Freeway shows relative "green" in this area that could be misleading for growing traffic and hard to explain to the public. It was suggested that County lines and streets be labeled on maps for better orientation.
- Jon Makler commented on the need to address safety (nine times, for the record). Mobility concerns are shown in RTP plans, but safety strategies will come from RTFP's that drive TSP development of identified safety projects.
- Eric Hesse felt it was important to recognize that the employer side payroll tax committed to fund in the No Build category were 10-year increment plans for mobility. He agreed that more visualization is needed to share the story of the numbers presented. Funds with models run to address AV's mix with value pricing could be a good addition to the RTP conversation.
- Katherine Kelly felt this RTP was the baseline that set the stage on further discussion. Regarding population growth, this is not just land use vs. projects, but encompasses all growth for impact. Safety needs to have objective measures called out whether as personal safety or as safety projects in design options. Objective measures need to be shown in the RTFP.
- Karen Buehrig asked about the freight delay data showing a fairly significant increase, and why at such a greater rate than other travel. Chair Kloster and Tim Collins pointed out that the main focus should be on freight delay time, and how to reduce this time on regional freight routes. The major freight routes are of importance for study, especially midday times and where the major freight congestion shows.
- Eric Hesse commented on the high level of delay time with No Build if nothing was done, which helps tell the story of why this isn't a good option. Chair Kloster added that staff is planning to add benchmarks from other regions to show comparisons that provide other opportunities.

## **7. Draft RTP Transportation Equity Analysis Results & Findings**

Grace Cho provided results and preliminary findings from a transportation equity assessment conducted to look at how well the region's planned long-range transportation investments will perform relative to equity goals and demonstrate compliance with regional responsibilities toward federal civil rights laws as they relate to transportation planning and investment. The 2018 RTP transportation equity

evaluation looks at how the region's proposed long-term transportation investment strategies are likely to affect outcomes which historically marginalized communities identified as priority issues to address in the transportation system, which were accessibility, affordability, safety, and environment.

Initial findings from the evaluation showed the region investing at a great rate in safety and active transportation in historically marginalized communities, but falling short in completing the planned regional active transportation network. With investments, the projected accessibility will produce some gains for historically marginalized communities. By 2040, traffic congestion will impact accessibility by transit for historically marginalized communities. Population growth and economic activity will increase vehicle miles traveled and the potential for more conflicts.

By 2027, nearly 90% of the region's jobs will be accessible by transit. More jobs will be within a reasonable commute. Historically marginalized communities and communities of color see increased number of jobs within a reasonable commute in the first 10-years of investment across modes. But traffic will be an issue at rush hour in the future. By 2040, gains access to jobs in a reasonable commute gets narrowed to transit. Getting to community places will get a little easier, but it will differ by time of day, where you're going, and mode of travel.

Technical lessons learned from the transportation equity evaluation are; No build for the 2027 constrained is necessary to understand jobs and VMT results; accessibility by bicycling and walking need further refinement; evaluation is limited by the data received. Regarding a question on transit/driving travel times when jobs are further away from HMC, and wanting to see this as an equity measure, Ms. Cho agreed this would be included in the evaluations.

A projected greenhouse gas emissions chart was shown with progress toward our climate goal, but falling short. It was suggested the goal be placed on the chart with the projection. With future projections, transportation is expected to contribute less air pollution emissions, but it will continue to take a mixed set of strategies to stay the course. It was asked if the 2040 no build level reflected changes due to technologies and different vehicles. There is more to evaluation with the findings, and it was suggested that a future workshop be done on this issue.

There is much more analysis underway including a health impact assessment by the Oregon Health Authority and Multnomah County Public Health staff, more measures on travel times in regional mobility corridors for auto, bike, freight and transit, auto access to jobs, connectivity measures, and transit analysis in support of transit strategy and Enhanced Transit Corridors work.

**Comments from the committee:**

- Eric Hesse asked what are the changes in emissions and when do they go into effect. Ms. Cho reported different emissions are set by differing policies, and the direct travel contribution from emissions tend to be lower than other emissions in studies, but still a health issue being reviewed.
- Phil Healy referenced Table 1 showing access to jobs with Historically Marginalized Community making up 70% of the population. It was suggested to call out this point in the base year as representative of the total population. Regarding access to transit, the percent mode shift not using facilities was also of interest.
- Katherine Kelly asked how reports of emissions linked to our RTP projects. Ms. Cho reported the rate of emissions per mile, combined with the mix of investments from different modes of travel play into our transportation projects, and more refining of this will be reflected in future evaluations.
- Glenn Koehrsen commented on the presentation and amount of data. Interpreting this for the public is key, which will be the next step as we move toward the Regional Leadership Forum.

## 8. TriMet Red Line Project Update

Alan Lehto with TriMet presented information on a proposed MAX Red Line Improvement Project that would improve on-time performance on all five MAX lines and extend MAX Red Line to 10 stations in Beaverton and Hillsboro. The project goals are to extend the Red line west of the Beaverton Transit Center to relieve overcrowding on the Blue line and fulfill community desires for direct connection to the airport. It would also allow extension to operate reliably by fixing two major sources of delay on the Red Line, and improve reliability for the entire system.

Project elements include Red Line extended 10 stations between Beaverton to Hillsboro, Track work and operator break facility at Hillsboro, Double track at the airport and at Gateway, and 8 new light rail vehicles and storage track at Ruby Junction in Gresham. Benefits of the project include 75% more service for crowded Westside. Fixing Gateway will have the largest impact on on-time performance of any capital improvement TriMet test via simulation, with modeling, the only scenarios that reached 90% on-time performance included double-tracking at Gateway and airport.

Each of the sections where proposed improvements would be place was shown. TriMet began a community engagement process this year with partner agencies, public outreach, and will continue in 2018 including JPACT and Metro Council, asking to be adopted into the 2018 RTP ensuring the project is eligible to compete for federal funds.

The total project cost is currently estimated at \$205M. TriMet anticipates making a request of \$100M from FTP Small Starts, with local funding expected come from TriMet General Fund over a series of years for the remainder costs of the project. Estimated timeline of the project is Design from 2017-2019, Construction from 2020-2021, and Opening in 2022.

### Comments from the committee:

- Katherine Kelly asked on the timing of the submission of the rating in 2018, and whether that would compete for federal funds with the Division Project. Mr. Lehto explained that the Division Project is one year ahead of this one, and commonly New Starts and Small Starts do not occur in the same year. He does not envision any competition with funding for the two projects. Regarding funding, it was asked if Washington County had been approached for local funding match. Chris Deffebach and Eric Hesse agreed that a placeholder on some funding toward new track in Washington County is there, and further discussions will be held as TriMet proceeds with this proposal.
- Phil Healy acknowledged the support from the Port on this project, getting more people to the Portland and Hillsboro airport reliably on time.
- Tyler Bullen asked what the status on the project would be if Federal funding was not gained. Mr. Lehto thought the Westside communities would need to reconsider options as a separate project, and when/how paying for other improvements might be considered.

## 9. Adjourn

There being no further business, meeting was adjourned by Chair Kloster at 12:00 p.m.

Meeting minutes respectfully submitted by,



Marie Miller  
TPAC Recorder

Attachments to the Public Record, TPAC meeting, December 15, 2017

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	12/15/17	12/15/17 TPAC Agenda	121517T-01
2	2018 TPAC/MTAC Meeting Schedule	12/15/17	Proposed 2018 TPAC and MTAC Meeting Dates	121517T-02
3	Resolution 18-4860	12/7/17	Resolution 18-4860 for the purpose of confirming the appointments of Maria Hernandez, Emily Lai, and Beverly Drottar as Community Representatives to the Transportation Policy Alternatives Committee	121517T-03
4	Staff Report	12/7/17	Staff Report from Tom Kloster, Planning & Development/TPAC Chair Re: Resolution 18-4860 Confirming Community Representatives to TPAC	121517T-04
5	Meeting Minutes	11/17/17	TPAC Nov. 17, 2017 meeting minutes, draft for approval	121517T-05
6	Resolution 18-4858	12/7/17	Resolution 18-4858 For the purpose of adding or amending existing projects to the 2018-21 MTIP involving 6 projects requiring programming additions or corrections impacting Gresham, King City, and ODOT (DE18-05-Dec)	121517T-06
7	Exhibit A to Resolution 18-4858	12/7/17	Exhibit A to Resolution 18-4858, 2018-21 MTIP Formal Amendment	121517T-07
8	Staff Report	12/7/17	Staff Report from Ken Lobeck, Funding Programs Lead Re: Dec. 2017 MTIP Formal Amendment plus Approval Request of Resolution 18-4858	121517T-08
9	Attachment 1	12/7/17	Attachment 1 to Resolution 18-4858, Project Location Maps	121517T-09
10	Memo	12/8/17	To: TPAC and Interested Parties From: John Mermin, Regional Transportation Planner Re: 2018 RTP Investment Strategy, Preliminary System Evaluation Results and Findings	121517T-10
11	Handout	12/4/17	Draft 2018 RTP Performance Targets Assessment	121517T-11
12	Handout	11/28/17	System Performance Measures for Intra-MPA Trips	121517T-12
13	Handout	11/27/17	Streets and Highways – System Performance Maps	121517T-13
14	Handout	11/20/17	Fixed-Route Transit Service – Service Frequencies and Access to Transit Maps	121517T-14
15	Handout	11/28/17	Measure 2 Mode Share (Subareas and Selected 2040 Centers)	121517T-15
16	Maps	11/27/17	Draft 2018 RTP Projects: 2027 Financially Constrained, 2040 Financially Constrained Projects, 2040 Strategic Projects	121517T-16

<b>Item</b>	<b>DOCUMENT TYPE</b>	<b>DOCUMENT DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
17	Memo	11/29/17	To: TPAC and Interested Parties From: Grace Cho, Associate Transportation Planner Re: 2018 RTP Transportation Equity Evaluation – Results and Preliminary Findings, including Attachments I and II	121517T-17
18	Attachment 3	4/21/17	2018 RTP: Historically Marginalized Communities Maps	121517T-18
19	Handout	12/4/17	Letter to Oregon Transportation Commission from Matthew Garrett, ODOT. Re: 2021-2024 Statewide Transportation Improvement Program Development	121517T-19
20	Handout	12/13/17	Letter to Oregon Transportation Commission from Margi Bradway, Metro. Re: 2021-2024 Statewide Transportation Improvement Program Development	121517T-20
21	Handout	12/15/17	Attachment 1: 2021-2024 STIP Funding Allocations	121517T-21
22	Handout	12/15/17	MAX Red Line Improvement Project	121517T-22
23	Presentation	12/15/17	December 2017 Formal MTIP Amendment & Approval Request of Resolution 18-4858	121517T-23
24	Presentation	12/15/17	2018 Regional Transportation Plan: RTP System Evaluation Results	121517T-24
25	Presentation	12/15/17	2018 RTP Transportation Equity Evaluation	121517T-25
26	Presentation	12/15/17	MAX Red Line Extension and Reliability Improvements Project	121517T-26