



Meeting minutes

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

Date/time: Friday, April 20, 2018 | 9:30 a.m. to 12 p.m.

Place: Metro Regional Center, Room 370 a/b

Members Attending

Tom Kloster, Chair
Eric Hesse
Kerry Ayres Palanuk
Cory Ann Wind
Phil Healy
Tyler Bullen
Glenn Koehrsen
Maria Hernandez

Affiliate

Metro
City of Portland
TriMet
Oregon Department of Environmental Quality
Port of Portland
Community Representative
Community Representative
Community Representative

Alternates Attending

Steve Williams
Jessica Berry
Erin Wardell
Dayna Webb
Lidwien Rahman

Affiliate

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

Members Excused

Karen Buehrig
Joanna Valencia
Chris Deffebach
Lynda David
Nancy Kraushaar
Katherine Kelly
Don Odermott
Jon Makler
Carley Francis
Rachael Tupica
Alfred McQuarters
Emily Lai
Beverly Drottar

Affiliate

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

Guests Attending

Talena Adams
Dwight Brashear
Jeff Owen
Karen Williams

Affiliate

ODOT, Program & Funding
SMART
TriMet
Oregon Department of Environmental Quality

Metro Staff Attending

Kim Ellis, Principal Transportation Planner
Lake McTighe, Senior Transportation Planner
Grace Cho, Associate Transportation Planner
Jamie Snook, Principal Transportation Planner
Eliot Rose, Senior Technology Strategist
Ken Lobeck, Funding Programs Lead
Chris Johnson, Research Manager II
Clifford Higgins, Communications & Engagement Mgr.

Metro Staff Attending, cont.

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. *A quorum was not called at this time until later in the meeting when more members were present, whereby motions could be made.* Introductions were made by TPAC members, alternates, staff and guests attending the meeting.

2. Comments From the Chair and Committee Members - None

3. Public Communications on Agenda Items - None

4. Consideration of TPAC Minutes from April 6, 2018 There being no quorum present, this agenda item was tabled until the TPAC May 4, 2018 meeting.

5. MTIP Formal Amendment Resolution 18-4887

Note: A quorum was present of TPAC members at this time of the meeting.

Ken Lobeck provided an overview of the Formal MTIP amendment and request for approval of resolution 18-4887 that contains one project. The amendment request is to add the \$6 million construction phase funding to the I-205 northbound auxiliary lane from westbound Sunrise Expressway entrance ramp to Sunnybrook Blvd. exit ramp.

MOTION: To approve recommendation to JPACT of Resolution 18-4887 enabling this Construction phase for the project to be amended correctly into the 2018 MTIP with final Approval to occur from USDOT.

Moved: Steve Williams

Seconded: Glenn Koehrsen

ACTION: Motion carried unanimously.

6. 2018 RTP Draft Emerging Technology Strategy

Eliot Rose provided an overview of the discussion draft of the Emerging Technology Strategy (ETS). Pending approval by JPACT and the Metro Council, the ETS will be included as part of the public review draft of the Regional Transportation Plan (RTP). Mr. Rose briefly described emerging technologies, noting a glossary at the end of the discussion draft that described these in more depth.

The technology strategies and policies are intended to guide innovation in our transportation planning toward a more equitable and livable region. People who don't use these technologies will still be affected by them, with the outcome of the entire region benefit. The ETS will have a single document as part of the RTP, but also have an appendix to the RTP, and address technology throughout RTP strategies and policies.

Collected feedback on polices has been acquired for long-term vision to support regional goals, and key outcomes and actions for Metro and our partners to address over the next decade. In the draft ETS, policies are focused on increasing support of transit choices, equity, detailed applications with technology through information and how it will be applied, and added information on who would lead the implementation.

A path to long-term success with future strategies, actions and projected outcomes was given. Assessing the impacts of individual technologies matched to our regional goals is planned. The next two-year steps for Metro include:

- Fund technology pilot projects (through new and existing grant programs)

- Convene stakeholders to establish consistent new mobility policies across the region
- Develop better data and tools to plan for emerging technologies
- Advocate for state and federal technology policy that supports our regional goals

In June, Metro Council will consider approving ETS release as part of the RTP public comment draft. Following the public comment period, consideration of the adoption process of the final draft RTP (including ETS) will occur this Fall.

Comments from the committee:

- Glenn Koehrsen asked for clarification on the percentage of survey respondents who say they would ride transit, carpool, bike, walk or take care share fell, particularly for transit, which dropped from 47 to 29 percent. (Page 3, ETS draft). Mr. Rose commented on the numbers of the survey being correct, but this statement would be quantified for consistency with long-term transit. On page 5 of ETS draft, clarification was asked of the statement “the majority of studies have found that TNCs and car share draw riders away from transit, which remains the most efficient way to move people along crowded streets.” It was suggested that qualifying numbers be given for these factors, including frequency, times of commutes, lengths and purposes of trips.
- Lidwien Rahman asked for clarification on the strategies included with adoption of the RTP, which was confirmed.
- Phil Healy asked about e-commerce and freight and where this was placed in the strategies. Mr. Rose stated that investments in connected freight and transit have yet to be mapped out and moved forward efficiently.
- Erin Wardell appreciated the draft including many of the comments provided with updates, especially in the policies. It was suggested to change the cover photo to reflect more technology evolving and product promotion. This was acknowledged and will be changed.
- Eric Hesse asked where in the strategy document the RTP crosswalk was located. This was identified on page 15 under the relationships between policy areas and principles. He agreed on the concern with changing transit levels going down and worth tracking. Agreement was also made on new freight delivery systems with curb zones, new delivery models and forming action sets with designs. These issues will need to be flagged for further study.
- Tyler Bullen asked if more is known about the technology pilot programs with funding information. The types of projects needed will need to be identified funding review processes and guidelines. Specific examples and regional input will be sought.
- Steve Williams appreciated the work done with these efforts and Metro taking the leadership role. Speaking on behalf of Clackamas County, some concerns have been raised on the strategies and policies proposed. Utilities have expressed concern with achieving long-term power connections concerning electric vehicles. There are concerns from a land use prospective not addressed in the document. Costs of connected infrastructure as technology evolves is another concern. It was suggested that more research go into these concerns, and take a regional approach for projected outcomes.
- Maria Hernandez commented on the qualitative data reached from a safety perspective, and the privacy issues with acquiring transit data. There is a racial component with fear and safety of transit that can effect data. The types of data in systems and what this is used for is also a concern. The Technical appendices was noted for some clarity on this issue. It was acknowledged that data is lacking, and further focus groups, surveys and shared data will help provide access to technology and transparency for transit safety.
- Glenn Koehrsen commented on the move to driverless vehicles having an impact with loss of employment as a downsize effect to technology. Pages 7 and 15 of the document address this issue with emerging technology impacts to employment.

7. MPO-Transit-ODOT Financial Forecast, 2021-2024

Grace Cho and Ken Lobeck provided an overview on the near-term financial forecast for the 2021-2024 Metropolitan Transportation Improvement Program (MTIP). A financial forecast is developed to gather a sense of the financial outlook for the next four federal fiscal years. MTIP represents the first 4-year investment strategy of the Regional Transportation Plan (RTP), and covers federal fiscal years 2021-24.

The development, discussions and agreement on the financial outlook serves to:

1. Help demonstrate fiscal constraint over these years and show the region is not over spending beyond what is expected to be available and can deliver the 4-year MTIP
2. Frame a discussion of the priorities and tradeoffs in the allocation of funds by different fund administrators, including MPOs and State Department of Transportation
3. Help monitor project delivery.

Projections for federal revenue, state long-term funding assumptions, “fair share” allocations, and consultation with administering agencies helped develop revenue estimates. An overview of several assumptions and challenges to forecasting were discussed. Attachments 1 and 2 provided details on Federal and State revenue funding programs with estimated FY 2021-2024 revenues broken out per year. A key element to the 2021-24 MTIP financial forecast is the recognition that the near-term forecast is still an estimate of revenues to be available with the different funding programs by year. Many issues will need to be resolved as revenue estimates change.

Comments from the committee:

- Eric Hesse commented on the assumptions with HB2017 and STIP being constant, and the potential inflationary growth affecting revenue forecasts. These assumptions will become more clear as we get closer to the FY years being forecast with elements such as inflation and available funds tracked.
- Steve Williams commented on the STIF funds with \$200 million over these 4 years being forecasted, identified for TriMet and SMART programs. A question was asked if these funds with service providers would serve both rural areas of the region outside MPO boundaries and within MPO areas. It was suggested that estimates of revenue needs clarification for the areas of coverage with programs. Relevant estimates built in for federal funding with Transit projects need clarification for accountability and transparency.
- Glenn Koehrsen asked why the decrease in estimated federal dollars from past estimates. Part of this reasoning was from competitive federal grants from increasing national partners and agencies, and not having known funding revenues this early out in the process.

8. Transit Budget Process and CIPs

Kerry Ayres-Palanuk, Director of Policy and Planning at TriMet, provided an overview of the Fiscal Year 2019 budget. Financial resources from local revenue came from Employer payroll tax (\$418M), Employee Payroll Tax (HB2017, FY19 best guess \$19-26M), and Passenger Revenue with no fare increase and a slight decrease in revenue due to fare capping with HOP usage. With a total budget of \$1.295 billion, requirements for funding include operations, capital projects, pass through and contingency. Budget themes for 2019 include safety, maintain and preserving the system, improving system reliability, building ridership through quality service and innovation, advancing regional corridor projects, and implementing service enhancement plans.

The TriMet Service District map was provided showing new service lines, planned improvements, and areas where more than 30% of people, district wide, earn less than 200% of poverty rate. TriMet plans to increase transit service in these areas.

Regional Flexible Funds and ODOT Region 1 Enhancement Funds are planned for Regional Rail debt service (\$20.4M, from STBG and CMAQ via Regional Flexible Funds), Employer Outreach Program (\$512K via RTO), and Powell-Division Corridor Safety & Access to Transit (\$1.005M from STBG). TriMet plans to continue Federal transit funding to support a focus on capital maintenance, use investments guided by TIP policies, asset management, planning activities and the budget process, engage the public in programming projects and budget, and coordinate with MPO staff on proposed programming for 2019-21 and 21-24 MTIP.

Comments from the Committee:

- Glenn Koehrsen asked by federal funds are decreasing for transportation for seniors and individuals with disabilities. It was noted that State funding for enhanced mobility was increasing, but no easy answers why the decrease in federal support.
- Maria Hernandez referred to the TriMet District Map listing 30% of people earning less than 200% of poverty rate. What guidance did TriMet have for listing percentages, and would this change with other factors? Ms. Ayres-Palanuk mentioned that TriMet is looking at various methods to describe locations of low income population, this being one, but it has not been adopted or approved yet. More studies are being developed. Asked how demand for service was developed, public input, prioritization and elements of service enhancement plans were named.
- Eric Hesse commented on the next generation transit signal priority in the budget, with the opportunity to involve TransPort and the TSMO programs with possible funding for signal system upgrades. It was commented that on time performance with reliability times improving could be reflective of changes to schedules. TriMet is trying to address congestion not by changing schedules which is not useful, but using signal technology and Enhanced Transit Corridor systems to better move congestion.
- Tyler Bullen asked what the relationship was between the City of Portland and TriMet with the Streetcars. The ownership, funding and support of operators is a partnership with the two agencies, as well as a non-profit board. Percentage of costs to operate the streetcars varies by lines. It was pointed out that while safety was listed as the number one priority in the budget, but no mention of the safety for transit riders. To address this, HB2017 workshops have been planned for May and June 2018 to gather public input on what and where TriMet should spend on safety, including presence of security onboard transit. An online survey will also be taking public feedback on issues.

9. 2021-2024 State Transportation Improvement Program (STIP) 150% Fix-It Lists Overview and Leverage Opportunities

Grace Cho provided an overview on the leverage opportunities for the 2021-2024 STIP Fix-It projects for safety, active transportation, and state highway enhancements, with additional factors for consideration by the Oregon Department of Transportation (ODOT) in scoping and prioritizing potential opportunities for the leverage programs which reflect the Portland Metropolitan Region's goals.

In order to allocate state funds directed toward active transportation, safety and state highway enhancements, the Oregon Transportation Commission (OTC) directed ODOT to identify leverage opportunities for these three areas on Fix-It projects. This approach is meant to take advantage of the efficiencies in undertaking two different project in the same are at the same time which are serving different needs. Region 1 funds available FY 2021-2024, \$26.6 million.

In early April, ODOT Region 1 released a draft of 150% Fix-It lists for operations and pavement projects, and a 200% Fix-It list for bridge projects. ODOT is now seeking input from agencies on potential active transportation, safety or state highway enhancement opportunities that could be added to/leverage by the Fix-It projects. The Region 1 ACT, which encompasses the greater Portland region, is expected to have a discussion of potential leverage projects and prioritization criteria on May 7.

Metro has conducted analysis looking at how the ODOT Region 1 150% and 2005 Fix-It lists overlap with key regional priorities and the investment priorities identified in the 2018 RTP. The key regional priorities assessed were:

- High Injury Corridors
- Equity Focus Areas
- 2040 Growth Centers
- Transit Congested Segments

In addition, Metro looked at the Fix-It project lists to see how they overlap with projects identified in the financially constrained 2018 RTP. Regional priorities analysis have been studied (handouts of results provided). Some caveats were noted; a half mile buffer on fix-it projects could capture priorities which are not right on facilities, and/or capturing 2018 RTP projects on parallel facilities.

Noting that further discussion will continue to develop identification and prioritization of what leverage opportunities can be considered, as a starting point, RTP factors for consideration include:

- Focus on state-owned urban arterials in Region 1
- Focus on serving equity focus areas
- Focus on supporting the 2040 growth concept and implementation of the Climate Smart Strategy
- Focus on safety on the region's high injury corridors
- Focus to achieve multiple objectives and facilitates multimodal travel

Comments from the committee:

- Lidwien Rahman commented on the scale of projects, noting that these Fix-It projects for leveraging opportunities are for pavement and operations projects. Fix-It projects and RTP projects have different size scales of projects. Eligibility of Fix-It projects are not only with RTP projects but local jurisdictions may have opportunities for pavement projects as well. Because any transportation project using federal funds or seeking a federal action or that is on a regional facility located in the metropolitan area must be included in the MTIP for eligibility purposes, during the refinement period of project reviews, more discussion will take place on this issue.
- Steve Williams commented on the size of projects, that even if they corresponded to the Fix-It leverage opportunities, the funding amount is extremely small to match to the RTP project list with much higher required funding levels.
- Eric Hesse expressed appreciate for the work on this. It might be helpful to have more eligibility clarity from both Metro and ODOT, and developing possible advancement of projects with RTP projects with Fix-It projects. It was asked if projects were intended to be moved up higher in ratings with future analysis, and if so, what the formulas planned were for the evaluation. More information needs to become known.
- Steve Williams commented that while opportunities exist with the Fix-It projects, prioritizing projects based on the RTP list is not very realistic. There would need to be a greater benefit for efforts with this small amount of funding.
- Phil Healy asked how the funding would be administered for projects. The concept of leveraging projects provides for bringing together multiple levels projects and is scoped will multiple pots of funds. Partnerships work between Counties, Cities and agencies.

- Jessica Berry asked what further feedback from TPAC was needed with the process, and when. Ms. Cho reiterated the timeline for jurisdiction help prior to the May 4 TPAC meeting when more discussion will be held.
- Lidwien Rahman suggested these recommendations be sent to the Advisory Committee of OTC.
- Eric Hesse confirmed the documents could be obtained online electronically.
- Talia Jacobson with ODOT expressed interest to help answer questions with map roadway identifications and boundaries, and learning more about the leverage opportunities with STIP. The project lists with street/road names will be updated.

Next steps: Metro staff will gather and synthesize the feedback into a memorandum to communicate a message with opportunities between MPO staff and ODOT Region 1 staff working in the 2021-2024 STIP. This will be brought to the May 4 TPAC meeting for approval.

10. Adjourn

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

Respectfully submitted



Marie Miller
TPAC Recorder

Attachments to the Public Record, TPAC meeting, April 20, 2018

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	4/20/18	4/20/18 TPAC Agenda	042018T-01
2	TPAC Work Program	4/12/2018	2018 TPAC Work Program	042018T-02
3	Meeting minutes draft from 4/6/2018	4/6/2018	TPAC Draft minutes from April 6, 2018	042018T-03
4	Resolution 18-4887	4/20/2018	Resolution 18-4887 for the purpose of adding or amending existing projects to the 2018-21 MTIP involving one project requiring a programming addition for ODOT	042018T-04
5	Exhibit A to Resolution 18-4887	4/20/18	Exhibit A to Resolution 18-4887	042018T-05
6	Memo/Staff Report	4/12/18	To: TPAC and Interested Parties From: Ken Lobeck, Funding Programs Lead RE: April 20, 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4887	042018T-06
7	Attachment 1 to Resolution 18-4887	4/12/18	Attachment 1 to Resolution 18-4887, Locations Maps and OTC Letters	042018T-07
8	Memo	4/20/18	To: TPAC and Interested Parties From: Eliot Rose, Senior Technology Strategist RE: Emerging Technology Strategy Discussion Draft	042018T-08
9	Document	4/11/18	2018 Regional Transportation Plan: Emerging Technology Strategy draft	042018T-09
10	Document	4/11/18	2018 Regional Transportation Plan: Emerging Technology Strategy, Technical Appendices draft	042018T-10
11	Memo	4/20/2018	To: TPAC and Interested Parties From: Grace Cho, Associate Transportation Planner Ken Lobeck, Funding Programs Lead RE: 2021-2024 MTIP – Financial Forecast	042018T-11
12	Attachment 1	4/20/18	Attachment 1. Federal and State Revenue Funding Programs	042018T-12
13	Handout	4/20/18	MTIP FY 2021-24 Revenue Estimates	042018T-13
14	Memo	4/20/18	TO: TPAC and Interested Parties From: Grace Cho, Associate Transportation Planner Kerry Ayres-Palanuk, TriMet RE: 2021-2024 MTIP – TriMet Annual Budget Process and Near Term Capital Investments	042018T-14
15	Memo	4/20/18	TO: TPAC and Interested Parties From: Grace Cho, Associate Transportation Planner Ted Leybold, Resource Development Manager RE: 2021-24 STIP – MPO Input on Leverage Programs	042018T-15

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
16	Memo	3/7/18	TO: TPAC and Interested Parties From: Jon Makler, ODOT Region 1 Planning Manager RE: 2021-24 STIP, Draft Leverage Program Guidelines	042018T-16
17	Handout	4/2018	ODOT Region 1 150%/200% Fix-It Projects and Overlap with Regional Priorities	042018T-17
18	Handout	4/20/18	2018 RTP Projects within a Half-Mile of ODOT 150%/200% Fix-It Projects	042018T-18
19	Maps	4/20/18	MTIP Maps: ODOT Fixit Projects and Congested Transit ODOT Fixit Projects and 2040 Growth Concept elements ODOT Fixit Projects and High Injury Corridors ODOT Fixit Projects and Overlapping Communities of Color, English Language Learners, and Lower-Income Communities ODOT Fixit Projects and Draft 2018 RTP Projects, Clackamas County ODOT Fixit Projects and Draft 2018 RTP Projects, Multnomah County ODOT Fixit Projects and Draft 2018 RTP Projects, Washington County	042018T-19
20	Presentation	4/20/18	2018 Formal MTIP Amendment & Approval Request of Resolution 18-4887	042018T-20
21	Presentation	4/20/18	Emerging technology strategy: technical draft	042018T-21
22	Presentation	4/20/18	2021-2024 MTIP Financial Forecast	042018T-22
23	Presentation	4/20/18	Transit Coordination with the MTIP	042018T-23
24	Presentation	4/20/18	ODOT Fix-It Leverage – Regional Priorities & Input	042018T-24