



Meeting minutes

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

Date/time: Friday, June 1, 2018 | 9:30 a.m. to 12 p.m.

Place: Metro Regional Center, Council chamber

Members Attending

Tom Kloster, Chair
Joanna Valencia
Chris Deffebach
Mark Lear
Nancy Kraushaar
Don Odermott
Kelly Betteridge
Carley Francis
Phil Healy
Glenn Koehrsen
Alfred McQuarters

Affiliate

Metro
Multnomah County
Washington County
City of Portland
City of Wilsonville and Cities of Clackamas County
City of Hillsboro and Cities of Washington County
TriMet
Washington State Department of Transportation
Port of Portland
Community Representative
Community Representative

Alternates Attending

Steve Williams
Chris Strong
Jon Makler

Affiliate

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

Members Excused

Karen Buehrig
Lynda David
Katherine Kelly
Mandy Putney
Cory Ann Wind
Rachael Tupica
Tyler Bullen
Maria Hernandez
Emily Lai
Beverly Drottar

Affiliate

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

Guests Attending

A.J. O'Connor
Bob Kellett
Kari Schlosshauer
Naomi Fast

Affiliate

TriMet
Portland Bureau of Transportation
Smart Routes to School National Partnership
Washington County resident

Metro Staff Attending

Kim Ellis, Principal Transportation Planner	Jamie Snook, Principal Transportation Planner
Lake McTighe, Senior Transportation Planner	Ken Lobeck, Funding Programs Lead
Grace Cho, Associate Transportation Planner	Cindy Pedersen, Research & Modeling Manager

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 called (following the first item under Comments from the Chair), and introductions were made.

2. Comments From the Chair and Committee Members

- **2018 RTP Public Comment Opportunity** (Kim Ellis) Kim Ellis referred to the handout *Public comment opportunity on the 2018 RTP* that will take place June 29 to August 13, 2018. By the end of June when the public comment period begins additional materials will be posted online. The online map with project lists has been updated. Ms. Ellis encouraged jurisdictions to share this opportunity for feedback and input on the Regional Transportation Plan, strategies, policies and projects through their networks.
- **Support for FAST Act ATCMTD Application** (Caleb Winter and A.J. O'Connor, TriMet) Caleb Winter, Senior Transportation Planner at Metro, and A.J. O'Connor, Manager of Intelligent Transportation Systems at TriMet and Vice chair of TransPort (subcommittee of TPAC), provided an overview of Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD). They are preparing a letter of support from TransPort that will be presented at the TransPort meeting June 13.

The application being submitted has been prepared by ODOT in partnership with Washington County, City of Portland, TriMet, Metro, City of Bend and Oregon State Police. The projects in the ATCMTD application are ready to deploy identified through project lists with high priorities. Having multiple plans listed serves for a better chance of gaining funding in the National competitive process.

Using a list of related plans and strategies from acronyms, Mr. Winter pointed out what projects in the Transportation System Management and Operations (TSMO) and the I-84 Multimodal Integrated Corridor Management (ICM) helped develop the application. Mr. O'Connor reported on the change in Transit Signal Priority (TSP) since 20 years ago, and now moving to next generation of TSP where transit data with traffic signals is collected and analyzed more quickly and efficiently.

Multimodal ICM-related plans and projects in the application include I-205 (Real Time) and Airport Way projects for better service with faster time and safety, Next Gen TSP that adds a server to central signal system and upgrades TriMet bus fleet, data communications and new signal controllers, and Emerging Technology Strategies (ETS) to create data sharing policy. A map showing where these proposed projects were located for better signals for traffic, transit and freight was shown.

Mr. Winter shared more great reasons to support the application addressing freight alternative on Cornelius Pass Road, the US 97 weather responsive variable speed system from Bend to Klamath Falls, City of Bend's automated signal performance measures, and Oregon State Police technology for crash reconstruction use of drones to help with traffic incident management. Chris Deffebach agreed with the importance of this application with multi- partnerships and projects making a strong case for applications.

- **Project Monitoring, Phase Slips, Obligation Targets, and Federal Fund Shelf-Life Developing Conditions** (Ken Lobeck) Ken Lobeck provided a handout that explained the process for project phase slip reports which is being drawn into additional side discussions concerning project monitoring, federal fund obligation targets and developing shelf-life “use-it-or-lose-it” rules for the timely use of federal transportation funds. Most of the discussions are being driven by USDOT for Oregon to address problems with unobligated federal fund carry-overs, project readiness issues, improve project pre-scoping efforts, the need for more federal project training, and improve the overall federal transportation project delivery process. This information provides TPAC with a heads-up on some of the current discussion areas. Jon Makler reiterated the importance with these federal obligation targets for competitive funding and encouraged Metro and others to pass this information along.

3. Public Communications on Agenda Items - None

4. Consideration of TPAC Minutes from May 4, 2018

Two corrections were made prior to a motion on the TPAC minutes from May 4, 2018:

- Jon Makler noted that he is an alternate representing ODOT, and Mandy Putney is the ODOT member on TPAC
- On page 2, under *UPWP & Amendment Quarterly Reports*, the following edits in the paragraph should read, “ODOT has approved a new study focusing on Inner Powell Boulevard. The study was mandated by HB2017 and will be added to the UPWP Regionally Significant project list.”

MOTION: To approve the minutes from May 4, 2018 with corrections noted.

Moved: Glenn Koehrsen

Seconded: Nancy Kraushaar

ACTION: Motion carried unanimously.

5. MTIP Formal Amendment Resolution 18-4897

Ken Lobeck provided an overview of the June 2018 Formal MTIP Amendment and request of Resolution 18-4897. The amendment consists of 17 projects impacting Metro, ODOT, The City of Portland, SMART, TriMet and Washington County. This amendment represents the final assessment of projects for end of year obligation purposes. Ninety percent of the years’ obligations occur during the August timeframe before annual lock-down. Project decisions are made for phase obligation yes or no, slip phases, fund leveraging choices, final scope change approvals and cannibalizing projects to save others.

Project #1 ODOT Key 18760 MTIP ID 70759	ODOT	I-5: N Denver Ave NB tunnel illumination On I-5 at MP 306.85 to 306.87, Upgrade the illumination system by replacing the electrical system including the replacement of the existing obsolete fixtures to current standard.	TRANSFER FUNDING: Construction phase funding of \$246,000 is being removed from the project. Prior obligated \$75k is left in the PE phase. The \$246k of funding will be transferred to the I-5 Marquam Bridge Lighting Project in Key 19652.
Project #2 ODOT Key 18761 MTIP ID 70760	ODOT	OR217: SW Allen Blvd & Denny Rd Interchanges On OR217 at MP 2.26 to 2.60 and 2.79 to 3.23, Illumination upgrades	TRANSFER FUNDING: A total of \$180k from this project is being transferred to Key 19652 to fully fund that project. Only \$24k of obligated PE phase funding was determined required to remain with the project. The remaining \$24,000 and \$157,000 from the construction phase is being transferred to Key 19652. The project is left programmed with only PE funds at \$24,000.

Project #3 ODOT Key 20450 MTIP ID 70995	ODOT	I-5 at I-205 Interchange On I-5 at MP 288.40 to 288.9. Upgrade illumination towers up to amount of available budget and coordinate work with pavement preservation project in area.	TRANSFER FUNDS/CANCELED PROJECT: A total of \$500,000 is being transferred from this project to Key 19652 through this amendment. As a result this project, (Key 201450) is canceled.
Project #4 ODOT Key 20475 MTIP ID 71003	ODOT	I-205 at OR43 On I-205 at MP 8.70 to 8.90 and On OR43 at MP 11.20 to 11.40, Design for full illumination rebuild.	TRANSFER FUNDING/CANCEL PROJECT This project is currently not funded for construction and it has been determined that lighting on the Marquam bridge is a higher priority, so funds are to be re-allocated. This amendment cancels the project.
Project #5 ODOT Key 19652 MTIP ID 70833	ODOT	I-5: Marquam BR Electrical & Lighting System Replace On I-5 at MP 300.28 to 300.48, Replace electrical & lighting system; bridge #08328	COMBINED/FUND TRANSFER: Through this amendment funding from above ODOT project Keys 18760, 18761, 20450, and 20475 is transferred and combined into Key 19652 as stated above. The added funding supports lighting requirements for the I-5 Marquam Bridge
Project #6 ODOT Key 18769 MTIP ID 70801	ODOT	OR99E:Rockfall - Oregon City Tunnel to Old Canemah Park On OR99E at MP 12.62 to 12.87, 13.15 to 13.36, and 13.82 to 14.06, Inspect and repair mesh. Scale slope behind mesh removing loose rock and vegetation. Rock bolting as needed and clear catchment area / roadside ditch	COST INCREASE: The amendment adds funding to the construction phase to address higher than expected construction phase bids.
Project #7 ODOT Key 20413 MTIP ID 70969	ODOT	US30BY (Lombard) Safety Extension US30BY (Lombard) North Fiske Ave to North Wilbur On US30BY at MP 3.32 to 4.59, Road reconfiguration between MP 3.50 and N Wilbur. Signal upgrades at Fiske, Woolsey, Chautauqua, Wabash, Peninsular, and Greeley. Remove half signal at Drummond. Install Rectangular Rapid Flashing Beacon (RRFB) with pedestrian island near Drummond. ADA improvements and access management as needed.	COST INCREASE: During initial design of this project, funding shortfalls were identified primarily attributed to Americans with Disabilities Act (ADA) requirements and the number of signal upgrades identified within the project extent. Cost increase if \$2,147,896 = a 25.6% increase and is greater than the 20% threshold for Administrative Modifications.
Project #8 ODOT 20415 MTIP ID 70971 NEW	ODOT Portland	US30BY (Lombard) at Fenwick On US30BY in northeast Portland at MP 5.00 to 5.02, Full signal upgrade, ADA improvements, and access management.	ADD NEW PROJECT/REACTIVATE IN 2018 MTIP: This amendment completes a funding transfer that actually began back last November to shift the funds to Key 20413 above. While the cost issues with Key 20413 were evaluated Key 20415 was suspended with the funding held in abeyance until the updated costs were determined for Key 20413. Upon agreement between ODOT and Portland, Portland will locally fund the \$1.2 million needed to complete Key 20415 as now shown above. The transfer of funding to 20413 is now complete and is part of this amendment bundle. Key 20415 is now a regionally significant locally funded project. Since the funds were previously removed, adding local funds back to the project re-activates the project in the 2018 MTIP.

<p>Project #9</p> <p>ODOT Key 19720</p> <p>MTIP ID 70845</p> <p>NEW</p>	<p>ODOT</p>	<p>OR224 (Milwaukie Expressway): SE Rusk Rd - I-205</p> <p>OR224 (Milwaukie Expressway): SE Pheasant Ct - I-205</p> <p>ON OR224 between I-205 and Pheasant Court, Design and construct an additional westbound travel lane and signal improvement.</p>	<p>ADD NEW PROJECT:</p> <p>PE activities began in 2016 as part of the 2015-18 MTIP. The construction phase funding picture was not resolved at that time. The project was not carried over into the 2018 MTIP, but remained a prior obligated project. With the construction phase funding now available, the project is being brought forward to the 2018 active years as a fully funded project. The limits have been reduced and will now only proceed west from I-205 to Pheasant Court.</p>
<p>Project #10</p> <p>ODOT Key 18814</p> <p>MTIP ID 70771</p>	<p>Portland</p>	<p>Connected Cully</p> <p>Construct sidewalks and bike connections in the Cully Neighborhood</p>	<p>SCOPE CHANGE:</p> <p>The cost estimate for all project elements exceeds the available funding under the federal grant resulting in the removal of 4 of 6 approved location segments. Budget changes: ADA impacts impacting PE, the ROW estimate has been reduced and moves federal \$ off the ROW phase and onto PE & Construction to assist in delivery needs and safety improvements.</p>
<p>Project #11</p> <p>ODOT Key 21340</p> <p>MTIP ID TBD</p> <p>NEW</p>	<p>Portland</p>	<p>Cully Neighborhood Bike & Pedestrian Connections (Portland)</p> <p>Construct sidewalks and bike connections in the Cully Neighborhood</p>	<p>ADD NEW PROJECT:</p> <p>This locally funded project by Portland represents the removed scope elements from Key 18814. The project will construct walking and biking improvements in the Cully neighborhood on three alignments 54th/56th, NE 60th, and NE 66th/67th</p>
<p>Project #12</p> <p>ODOT Key 19723</p> <p>MTIP ID 70840</p>	<p>Portland</p>	<p>HSIP 2016 Bike/Ped Improvements Portland</p> <p>Pavement markings and signs. Pedestrian refuge island, curb extensions and rapid flash beacon.</p>	<p>SCOPE CHANGE:</p> <p>The amendment adjusts the project name, scope and costs. Various locations are identified as part of the project for HSIP program safety upgrades. A review of the proposed locations and the priority of the available funding resulted in some locations being removed. Other locations require upgrades. The net result is the number of HSIP funded sites are reduced while the project cost increased. An additional \$318,186 has been committed to the project to complete the proposed safety upgrades.</p>
<p>Project #13</p> <p>ODOT Key 17268</p> <p>MTIP ID 70005</p>	<p>Portland</p>	<p>Red Electric Trail SW Bertha - SW Vermont SEC</p> <p>Red Electric Trail: SW Berth Blvd - SW Capitol Highway</p> <p>Provide east-west route for pedestrians and cyclists in SW Portland with an off-street trail, an on-street bike boulevard with sidewalks, and potentially a widened off-street sidewalk around SW Bertha Blvd.</p> <p>Provide east-west route for pedestrians and cyclists in SW Portland with an off-street trail and relocate water line as part of project scope.</p>	<p>SCOPE CHANGE:</p> <p>Portland removed multiple original scope elements from the project and requested a scope change to keep the project within budget limits. The scope change required a new CMAQ air quality emission reduction analysis to be completed. As a Transportation Control Measure, the scope change was reviewed as an eligible suitable substitute. The project now will construction an off-street bike trail between SW Bertha Blvd and SW Capitol Highway. The project is also required to relocate a water line as part of the new approved scope.</p>
<p>Project #14</p> <p>ODOT Key 19292</p> <p>MTIP ID 70672</p>	<p>Metro</p>	<p>Regional Travel Options Program (2018)</p> <p>Region-wide. The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.</p>	<p>SPLIT FUNDING:</p> <p>Key 19292 represents Metro FY 2018 RFFA Step 1 STP allocation in support of RTO activities. This amendment splits \$583,932 of STP to TriMet and \$81,306 of STP to SMART for FY 2018 RTO activities</p>

Project #15 ODOT Key TBD NEW MTIP ID TBD NEW	SMART	SMART Regional Travel Options Program (FY 2018) The FY 2018 RTO allocation to SMART from Key 19292 will implements strategies to help diversify trip choices, reduce pollution and improve mobility.	ADD NEW PROJECT: The formal amendment splits \$81,306 of STP from Key 19292 and commits it (with match) in support of SMART's FY 2018 RTO activities
Project #16 ODOT Key TBD NEW MTIP ID TBD NEW	TriMet	TriMet Regional Travel Options Program (FY 2018) The FY 2018 RTO allocation to TriMet from Key 19292 will implements strategies to help diversify trip choices, reduce pollution and improve mobility.	ADD NEW PROJECT: The formal amendment splits \$502,626 of STP from Key 19292 and commits it (with match) in support of TriMet's FY 2018 RTO activities.
Project #17 ODOT Key 19749 MTIP ID 70848	Washington County	Beef Bend Culvert Replacement Emergency Relief project. In Washington County on Beef Bend Road , culvert and embankment replacement	COST INCREASE/PHASE SLIP: Additional environmental mitigation requirements are impacting the project. The construction phase increases by \$556,000 and is being slipped to 2019 (with FHWA approval) through this amendment.

Mr. Lobeck provided an estimated timeline with next steps. A 30-day comment period will end June 28. Assuming no major comments are received, Metro Council approval may be asked on the resolution June 28, 2018. Mr. Lobeck asked that TPAC send concerns/comments directly to him to address issues.

Comments from the committee:

- Questions were asked on funding for the I-5 Marquam Bridge project that previously were funded for other projects. This was clarified as transfer of funds for support of the Marquam Bridget as a top priority project. The projects that have been cancelled or changed are not moved off priority lists, but move upwards in consideration with future funding.
- Nancy Kraushaar commented on the amount of work and effort with this many projects and acknowledged Mr. Lobeck on his attention to detail.

MOTION: To approve June 2018 MTIP Formal Amendment and Resolution 18-4897 to recommend to JPACT on the addition/amended seventeen projects impacting Metro, ODOT, City of Portland, SMART, TriMet and Washington County, with the following additions:

- **Staff will make any remaining necessary corrections to Draft Resolution 18-4897, Exhibit A to Draft Resolution 18-4897, Staff Report, and Attachment 1 to the Staff Report prior to presenting to JPACT.**
- **Evidence of progress and completions reported on from these projects.**

Moved: Chris Deffebach

Seconded: Chris Strong

ACTION: Motion carried unanimously.

6. 2018 RTP: Draft Policy and Implementation Chapters

Kim Ellis provided an update on the project list refinements and draft RTP. Ms. Ellis is asking for feedback on the draft revised policies and implementation chapter presented in the packet. Comments on these should be sent directly to Ms. Ellis by June 8. The RTP timeline was given with adoption of the plan required at the end of the year. Recommendations on the draft plan will continue to be reviewed at JPACT and MPAC before presented to Metro Council.

The project list updates have provided more than \$22 billion in investments proposed through 2040. Of the \$22 billion, \$15 billion is on the constrained list, with \$7 billion slated for the first 10 years. Updates have focused on shifting timing, completing bike and pedestrian networks, expanding transit, increasing street connectivity, addressing congesting, and having 60% of projects adding safety and equity components.

Metro Council direction on policy chapter reflect values and priority outcomes identified through the process, make language more accessible, focus on people and outcomes, reduce redundancy, make objectives more specific and measurable, and align objectives and goals with updated system performance and equity measures.

In Chapter 2, revised RTP goals that are most changed include Reliability and Efficiency, Safety and Security, Climate Protection, Equitable Transportation, and Transparency and Accountability. Revised objectives include adding new objectives related to access to jobs, transit, travel options, freight destinations, and community places. Updates to existing objectives are made to reflect focus on vision zero approach, completion of active transportation network, and reducing disparities and barriers for marginalized communities.

Revisions to Chapter 3 include: adding new policies for safety, equity and emerging technology, updating existing policies to reflect freight, transit, and regional travel options strategies developed as part of the RTP update; clarifying existing policies for throughways and arterials and system management related to safety, reliability and congestion, and minor updates to climate smart, bike and pedestrian policies. The focus of new equity policies in Chapter 3 is reducing disparities and barriers, particularly for people of color and people with low income, evaluating transportation investments for equity benefits and impacts, addressing the needs of marginalized communities in planning implementation, and anticipating and minimizing displacement impacts.

Chapter 8, Implementation Chapter, were introduced by sections. The RTP will have a 5-year update cycle to accommodate amendments and updates as needed. Local implementation planning and programs include transportation system plan updates, concept planning, subarea and topical plans and studies, and land use and comprehensive plan updates. An overview of Metro regional programs in Chapter 8 was provided summarizing grants and resources, technical assistance, and planning support and data Metro provides on an on-going basis as the MPO.

Examples of regional-scale planning needed to address unresolved issues with lead agencies and proposed timing was provided. The Regional Mobility Policy Update by Metro is required to demonstrate consistency with Oregon Transportation Planning Rule, proposed for 2019-20. HB2017 service planning includes TriMet and SMART annual service planning and future capacity studies, ongoing coordination with Metro, ODOT, cities, counties and other transit providers, and implements RTP, Regional Transit Strategy & Coordinated Transportation Plan for Seniors & People with Disabilities.

Corridor refinement planning in section 8.2 includes future planning to develop shared investment strategies to address unmet multimodal transportation needs within identified multimodal mobility corridors, link equity, economic, housing and other goals with multimodal management and capital solutions, and recommend strategies and phasing to catalyze investment. Future refinement planning has identified two new additional mobility corridors:

- Hillsboro to Portland, including US 26 and US 30 (Mobility Corridors 13, 14 and 16)

- Clackamas/Happy Valley to Fairview/Wood Village/Troutdale, including OR 212 (Mobility Corridor 24)

Major project development will be affected in the RTP Plan with HB2017 and federal processes. Amendments to the RTP will provide a process for revisions between scheduled updates, and demonstrate consistency with Regional goals, objectives and policies, Fiscal constraint, and Regional transportation public engagement policies and guidelines. Measuring and tracking outcomes with innovative tools and data to address existing and emerging planning and policy priorities include data collection and coordination, analysis tools, and monitoring and reporting tools. Next steps in the RTP process is JPACT review on June 21 and Council direction to staff on June 21 to release the draft RTP for public review. The public comment period is planned for June 29 to Aug. 13. TPAC will develop and make recommendation to JPACT in August and September 2018.

Comments from the committee:

- Jon Makler referred to page 15 of Chapter 8 Implementation Chapter that lists Jurisdictional Transfer Assessment Program. ODOT was concerned with the policy assessment placed at the end rather than beginning process for productivity. It was opinioned more upfront jurisdictional transfer decision making and priorities with funding, legal impacts and legislative parameters be the regional groundwork before embarking on plan implementation. Under step 5, Identify Risk Issues and Legal Mechanisms for Tier 1 Corridors, there are several steps listed involved in jurisdictional transfers. It was questioned if further steps in the process might be added that better communicate the plan. Agreement from jurisdictions on the structure to address issues with specific work scope identified, flexibility on different considerations and responsibilities with local jurisdictions' readiness and responsibilities is needed for identification first.
- Margi Bradway, Metro Dep. Director of Planning & Development, reported that Metro is trying to be solution oriented in addressing the orphan highway issue. ODOT and Metro agreed that the first step was establishing the data and reason for gaps with cost estimates and deficiencies for a regional decision. There is currently no legislative solution to the process, but we are attempting to create a process that will not include jurisdiction vs. jurisdiction for solution.
- Mark Lear thanked ODOT and Metro for defining a process to address these issues. The focus on state-owned urban arterials is important, and one of the tools that can be used is jurisdictional transfer. It would be useful to know finances, priorities and plans in communications before starting. The importance of JPACT understanding the needs with corridors is fully supported.
- Steve Williams appreciated the work put into these documents. Referring to Chapter 3 Draft Policy Chapter, more consistency on describing and defining equity policies between racial/equity/low income was suggested. This is an ambitious program that is recommended to focus on one critical step that will set up further assessments of next steps. Referring to the 4 D's of studies (disparity, displacements, and disaggregate data), while all huge efforts, Clackamas County recommends the main focus be centered on displacement. This major issue is important as it affects both the urban areas where people are displaced, but the rural areas where people are moving. It was advised Metro prioritize this study with specific recommendations on what can be done on the land use side as well as the effect of displacements with equity in the RTP. In Chapter 8, the implementation sections of the RTP don't appear to address the 2040 Growth Concept. Elements of the 2040 Growth Concept plan have more outward focus on regional planning for a positive vision that could be incorporated in the implementation development in the RTP. It was suggested that a higher degree of

coordination between ODOT and Metro be developed on the congestion pricing issue as they move more broadly forward in the future.

- Glenn Koehrsen commented on the need for the RTP to recognize increasing numbers of aging individuals. Seniors need to have travel options that provide access and convenience to transit facilities for their needs.
- Chris Deffebach asked for clarity on policy prioritization and how this is applied to funding. TPAC makes funding decisions; how does this relate to RTP policies and priorities? Ms. Ellis provided information on impact with policies for federal allocations, meeting criteria set, and how this matches RTP policy criteria with priorities for planned investments in the region. Ms. Deffebach named some sponsors of projects (ODOT, Metro) and asked what role they had in deciding regional prioritized funding in the RTP. Ms. Ellis explained that different agencies and jurisdictions lead projects, not always Metro. Resources, partnerships and timing of projects can lead to changing priorities. The RTP is driven by the plan outcomes, which is contingent on interest and resources.
- Naomi Fast (not a committee member, speaking from the audience, a Washington County resident) spoke on behalf of neighborhoods with large companies that employ a large number of people. They have become traffic magnets with little incentive for transit travel due to free parking. This has impacted increased traffic in neighborhoods with safety issue, bike and walking areas, and access to transit for directly to neighborhoods. These large campuses are expected to grow. There is urgency for additional transit offerings.
- Don Odermott commented on the density differences in the region. Intel has 17,000 daily employees coming to their campus, but lacks sufficient transit transportation for these numbers. The City of Hillsboro is working with Washington County on this issue, and encourages others in the County to develop transit designs for large campuses. There are efforts in play, recognizing successful lobbying from Westside Transportation Alliance (WTA) for transit service options, asking for possible extended service from SMART coming north, a shuttle service that has been full every day since opening, and encouraging discussions with TriMet. Mr. Odermott urged residents and businesses to voice concerns on transit needs. Chris Deffebach added that input in person and online does matter in decision making. Transit transfers, network challenges and needs for more frequency and service coverage is important.
- Kelly Betteridge commented on the additional funding to TriMet received from HB2017. They are now in the process of deciding how to allocate these funds to support regional priorities and needs. TriMet is adding service every six months in every part of the region. Ms. Betteridge recognizes the needs of transit with large campuses, and agreed this was an opportune time to have your voice count. She described challenges of increasing transit service and ridership in areas of the region that have large amounts of parking. Ms. Ellis added that the RTP Regional Transit Strategy is working with TriMet and SMART addressing this issue as well.
- Glenn Koehrsen commented on attending a TriMet listening meeting in Clackamas County that identified top prioritized transit issues, but they failed to include access to transit that increased ridership. Without access, there is no increased ridership.
- Mark Lear commented on the equity focus as a good direction. Clarification on racial focus in the policy for consistency is agreed. The safety section in the policy and objectives section is nicely done. The terminology used with Vision Zero in the policy chapter is valuable. It was suggested that emphasis on Climate Smart, the 2040 goals and results of how we are achieving them be including in the Implementation Chapter.
- Don Odermott recognized that RTP sets the framework for regional planning, with Metro tasked with meeting federal and state planning requirements. The policies need to contain

language that clarify regional policies while being respectful of local priorities, which can be different between counties and jurisdictions. 90% of Washington County projects are locally funded. Remaining eligible for project listings in the RTP is challenging with collector roads when, the facility is located outside of a 2040 growth Concept area that make them ineligible to be included in the RTP project list. It would be helpful to keep the RTP framework while respectful of these challenges at the local level.

Ms. Ellis commented that past RTPs included collector roads designated inside industrial areas and centers in the 2040 map, but acknowledged that local oriented collector streets are not eligible to be included in the RTP project list outside of these areas with some exceptions. Collectors and arterials are included in the current modeling and analysis work. Increased collector connectivity supports many RTP goals such as spreading out traffic on multiple routes and providing more bike and pedestrian routes to improve access to transit and other destinations. She indicated staff would document local collector projects included in the modeling, but that are not on the RTP project list to help cities and counties demonstrate consistency with the TPR. In some cases staff found proposed projects on collector streets serve an important regional bike or pedestrian connection and have recommended those be retained in the project list.

Mr. Odermott added that an intergovernmental agreement with ODOT making obligation commitments in Hillsboro will be happening soon, using local funds in which to accomplish the project. If keeping this project in the RTP, it would mean flagging it for a possible bike/ped project on the constrained project list. Keeping it on the list requires a designation of some type. Chris Deffebach added that growth in the region has changed our planning needs. Language in the 2040 Growth Plan no longer fits and needs to be addressed.

- Nancy Kraushaar commented on Chapter 3 Draft Policy Chapter, pages 35-36, on Regional Design Classification Tables, where the bike lanes in industrial areas showed graphic/dimensions not favorable for bike travel. The illustrative designs should show wider bike lanes/protected buffers. It was noted that updates to these graphics were being made to the RTP. Regarding equity sections in Chapter 3, there are inconsistency issues associated with discussions on equity, where equity is identified and where this will be placed in the implication actions. On pages 38-39, under designs for stormwater management and natural resource protection, it should be noted clearly that DEQ, State and Federal agencies administer many of these programs. There is lack of consistency showing where locations are planned for adding lanes, which should be noted in the plan. On page 2, under Regional Transportation Safety Strategies, there is a graphic showing reduce speeds with 20 mph. Since not all of the region has 20 mph speeds, it was suggested another graphic be used.

Regarding Chapter 8 Implementation, on page 37 the mobility corridors are described. More updates are needed with assistance from jurisdictions and ODOT that address the need to develop the context and scope more definitively. On page 77, Housing and Transportation Expenditure Tool and Economic Value Atlas (EVA) Decision-Support Mapping Tool are listed. Committee members expressed interest in learning more about this work. TPAC will invite Jeff Raker to present on EVA that helps plan on regional transportation with future economic development. And an invitation will be extended to have the Research Center present on Housing and transportation affordability tool being developed. Formatting issues were noted and will be addressed in the next draft. A correction on the Regional Freight Map was noted, which will be sent directly to Tim Collins. Further feedback on the chapters and RTP in general

can be sent to Kim Ellis by June 8. Ms. Ellis noted the evaluation work is not yet complete. She explained some information will be reported in the Draft RTP materials and staff will present the results at a future TPAC/MTAC workshop, tentatively in July.

7. 2021-2024 State Transportation Improvement Program (STIP) 150% Fix-It Lists Overview

Jon Makler and Grace Cho presented a follow up from the last meeting on the process and discussion with 2021-2024 STIP Fix-It Lists program. Mr. Makler noted that ODOT Region 1 had an internal open house recently with 80 people in attendance. The term “Advanced Investigations” has become a focus of discussion on how and when to scope projects relating to costs, rationale and criteria. From the briefing, questions arose with local agency projects on who does the scoping, how costs are estimated, and how contracted work from agencies is handled. A reminder that June 22 is the deadline for ARTS applications.

ODOT has postponed active scoping until after Labor Day, with the new deadline September 1, 2018. This later date for pre-scoping work leaves more time to help identify funding leverage opportunities. The new deadline to finish full scoping on projects is still February 1, 2019. ODOT is working on a staffing plan for full-time staff this fall leading to better scoping documentation. ODOT aims to complete 10% of scoping during September, 80% during October/November, and the remaining 10% complete during December. The schedule was described with early scoping on small projects as test runs where basics were known. Regarding leverage, ODOT is not expecting much change in the 150% list of projects that were shared this spring. More will be known about leverage opportunities after the June 22nd deadline for ARTS projects.

ODOT presented a Project Business Case Form that was reviewed by the committee. Discussion was held on the Leveraging Opportunities section that would be filled in if scoping was needed on leveraged projects. ODOT will be deciding how much leverage funding to provide to projects from \$27M through different categories. Discussion was held on the process to identify projects among agencies and jurisdictions, possible overlaps among funded projects, and the criteria of what is needed on the form.

Joanna Valencia commented that Multnomah County includes several criteria in grants such as safety, designs, costs, etc. that were included in the scoping projects, along with site visits for better dimensions of the project. This allows the opportunity to identify risks and costs. They have developed a comprehensive deliverable system that benefits projects by having project managers and those involved in the studies to be out in the field with conversations and exchanges.

Phil Healy added that the Port of Portland uses a similar business form on projects, with a separate department portfolio office that tracks progress on projects. TPAC was asked if having a regular agenda item on the Fix-It and leverage projects would be helpful, which it was agreed and will be planned for upcoming meetings.

8. 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, June 1, 2018

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	6/1/18	6/1/18 TPAC Agenda	060118T-01
2	TPAC Work Program	5/25/2018	2018 TPAC Work Program	060118T-02
3	Handout	May 2018	Public comment opportunity on the 2018 RTP, June 29 to August 13, 2018	060118T-03
4	Meeting minutes	5/4/2018	Draft minutes from TPAC May 4, 2018 meeting	060118T-04
5	Resolution 18-4897	5/26/18	Resolution 18-4897 for the purpose of adding or amending existing projects to the 2018-21 MTIP involving seventeen projects impacting Metro, ODOT, Portland, SMART, TriMet and Washington County	060118T-05
6	Exhibit A to Resolution 18-4897	5/26/18	Exhibit A to Resolution 18-4897	060118T-06
7	Staff Report	5/26/18	Staff Report Memo from Ken Lobeck RE: June 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4897	060118T-07
8	Attachment 1 to Resolution 18-4897	5/26/18	Attachment 1 to the June 2018 MTIP Formal Amendment Staff Report – Project Location Maps	060118T-08
9	Memo	5/29/18	TO: TPAC and interested parties From: Kim Ellis, RTP Project Manager RE: 2018 RTP: Preliminary Draft Policy Chapter (Chapter 3)	060118T-09
10	Memo	5/25/18	TO: TPAC and interested parties From: Kim Ellis, RTP Project Manager RE: 2018 RTP: Draft Implementation Chapter (Chapter 8)	060118T-010
11	Memo	5/29/18	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: Project Monitoring, Phase Slips, Obligation Targets, and Federal Fund Shelf-Life Developing Conditions	060118T-11
12	Handout	N/A	ODOT Project Business Case Form	060118T-12
13	Presentation	6/1/18	Support for FAST Act Advanced Transportation and Congestion Management Technologies Deployment Application	060118T-13
14	Presentation	6/1/18	June 2018 Formal MTIP Amendment and Approval Request of Resolution 18-4897	060118T-14
15	Presentation	6/1/18	2018 Regional Transportation Plan: Policy and Implementation	060118T-15