



# Meeting minutes

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

Date/time: Friday, July 13, 2018 | 9:30 a.m. to 12 p.m.

Place: Metro Regional Center, Council chamber

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## **Members Attending**

Tom Kloster, Chair  
Karen Buehrig  
Chris Deffebach  
Lynda David  
Nancy Kraushaar  
Katherine Kelly  
Phil Healy  
Tyler Bullen  
Glenn Koehrsen  
Alfred McQuarters  
Maria Hernandez

## **Affiliate**

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

## **Alternates Attending**

Jessica Berry  
Eric Hesse  
Todd Juhasz  
Jon Makler

## **Affiliate**

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

## **Members Excused**

Joanna Valencia  
Mark Lear  
Don Odermott  
Jeff Owen  
Mandy Putney  
Cory Ann Wind  
Carley Francis  
Rachael Tupica  
Emily Lai  
Beverly Drott

## **Affiliate**

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

## **Guests Attending**

A.J. O'Connor  
Kate Freitag  
Kari Schlosshauer

## **Affiliate**

TriMet  
Oregon Department of Transportation  
Smart Routes to School National Partnership

## **Metro Staff Attending**

Kim Ellis, Principal Transportation Planner  
Tim Collins, Senior Transportation Planner

Jamie Snook, Principal Transportation Planner  
Ken Lobeck, Funding Programs Lead

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

Chairman Tom Kloster called the meeting to order at 9:30 a.m. A quorum was called and introductions were made.

### 2. Comments From the Chair and Committee Members

- **TriMet Appointments to TPAC** (Tom Kloster) Chairman Kloster announced that TriMet has appointed Jeff Owen as TPAC representative, with Kelly Betteridge 1<sup>st</sup> alternate and Tom Mills 2<sup>nd</sup> alternate.
- **2021-24 STIP Fix-It Leverage Update** (Jon Makler) Mr. Makler called attention to the upcoming Sept. 7 TPAC meeting where a planned agenda item was to discuss STIP business cases and leverage opportunities. Projects funded by the ARTS (All Roads Transportation Safety) Program must be on state facilities to be eligible for Leverage Program funding. These projects are listed on the state system map online, with a link to be sent out to the committee.

Mr. Makler announced changes in staff with three new ODOT Area Managers, who are encouraged to be contacted as sponsors/owners with STIP projects toward leverage opportunities.

Matt Freitag, Areas in west area of the region

Paul Scarlett, Areas in the east area of the region

Shelli Romero, Areas in Portland central area of the region

In addition, the recruitment for the next Director of Community Affairs Team will soon be underway.

- **Slips Amendments** (Ken Lobeck) Mr. Lobeck provided an update on additional details about the 2018 to 2019 End of Year Project Phase Slip Amendment. Last January, Metro and ODOT completed a project phase slip amendment from 2018 to 2019 that impacted a total of 47 projects inside and outside the MPO boundary area. Out of the 47 projects, 63 project phases and funding were slipped to 2019. The phase slip amendment was necessary and granted by FHWA to correct project programming years to match up with the current project schedules. Due to the year limitations of the MTIP and STIP numerous projects had their construction phases incorrectly programmed in 2018 because this was the last year of the 2015 MTIP. Once the 2018 MTIP and STIPs were developed, the project programming could be pushed out into 2019 and beyond to match the projects current delivery schedule.

There is a \$58m carry over that must be addressed, so that all final year obligations are submitted to USDOT by late August in time to complete final year obligations before the end of September 2018. It was asked what new regulations or requirements might be placed in our region with funds. Mr. Lobeck reported that more details are being worked out on tracking data and the process. Because of the importance to project funding, further updates will be provided to TPAC at upcoming meetings.

### 3. Public Communications on Agenda Items - None

### 4. Consideration of TPAC Minutes from June 1, 2018

Two corrections were made prior to a motion on the TPAC minutes from June 1, 2018:

- On page 10, second bullet, delete the second sentence that read “On page 5 of the Arterial and Throughway Network Policies, #6 lists value pricing to manage congestion with one or more lanes added.”
- On page 6, under comments from the committee, 3<sup>rd</sup> bullet, delete the bullet that read “Chris Deffebach would like to see evidence of project progress and completions added to the motion.”

**MOTION: To approve the minutes from June 1, 2018 with corrections noted.**

Moved: Jon Makler

Seconded: Phil Healy

**ACTION: Motion passed unanimously with corrections made. One abstention: Jessica Berry**

**5. MTIP Formal Amendment Resolution 18-4901**

Mr. Lobeck provided an overview of MTIP Formal Amendment and request for approval of Resolution 18-4901 to send to JPACT. These four projects contain required changes and updates impacting Metro, ODOT, and TriMet, summarized as:

ODOT Key MTIP ID	Lead Agency	Project Name & Description	Required Changes
Project #1 ODOT Key 21271 MTIP ID 71053	Metro	<b>Portland Metro Planning SFY19</b> SFY 2019 annual MPO planning funds allocation in support of MPO planning requirements.	<b>ADDED FUNDING:</b> This amendment is adds a total of \$1,712,418 of STP and PL funds (plus associated required matching funds) of prior year unobligated carry-over still approved and eligible for the project
Project #2 ODOT Key 18839 MTIP ID 70661	TriMet	<del>OR8: SW 115th Ave (Beaverton) – SW 192nd Ave</del> <b>OR8: SW 192nd Ave (Aloha) - SW 160th Ave (Beaverton)</b> Sidewalk infill and improvements, Signal priority, bus stop relocations, bus pads, mobility improvements and enhanced pedestrian crossing	<b>LIMITS/SCOPE CHANGE:</b> The amendment increases the PE phase funding, reduces ROW phase. The project adds a small UR phase and decreases the construction phase funding. Various project locations needed to be dropped or split in order to keep project within budget, avoid overlaps with existing projects, and to drop work not wanted by applicant. The PE budget decided to be outsourced. This amendment serves to increase the budget for consultant design services. The scope update also requires adjustments to the project limits.
Project #3 ODOT Key 18794 MTIP ID 70766	ODOT	<b>OR8: SW10th - SW 110<sup>th</sup></b> <del>Systematic safety improvements</del> <b>Safety upgrades to install larger signal heads, reflective backboards, pedestrian countdown signals and left turn phasing where feasible</b>	<b>SCOPE CHANGE:</b> The original scope for this project included 23 locations to receive signal head upgrades. ADA scope elements were not included. The project now includes AADA requirements resulting in a reduction to 9 locations to keep the project within the budgetary limitations.
ODOT Key MTIP ID	Lead Agency	Project Name & Description	Required Changes
Project #4 ODOT Key 19786 MTIP 70859	ODOT	<b>I-205: Stafford Rd - OR99E</b> Complete pre-NEPA project development planning activities to add a 3rd through-lane on I-205 in each direction and a 4th lane on the Abernethy Bridge to separate through traffic and complete required seismic upgrades.	<b>ADD FUNDING:</b> Partial Right-of-Way phase funding is being added to the project per review and approval by FHWA

Public notification period has been given on this Formal Amendment, with expected Metro Council approval on the resolution August 2, 2018. Karen Buehrig asked if the amendment that adds a total of \$1.7m of unobligated planning funds and STP carry over planning funds were the corrections to the

carry overs previously discussed. Mr. Lobeck explained that the UPWP was independent of project allocations and obligations, so that these carry over funds could be added to work projects in a UPWP amendment. Chair Kloster further explained that if the carry over funds were not spent, the funds can come back for UPWP purposes spent in 2019-20 as planning activity.

**MOTION: For TPAC to approve recommendation of Resolution 18-4901 to JPACT which includes four projects for Metro, ODOT and TriMet.**

Moved: Jon Makler

Seconded: Glenn Koehrsen

**ACTION: Motion passed unanimously.**

## **6. Public Review Draft 2018 Regional Transportation Plan and Strategies for Safety, Freight, Transit and Emerging Technology**

Kim Ellis provided an overview of the Public Review Draft 2018 Regional Transportation Plan (RTP) and Strategies for Safety, Freight, Transit and Emerging Technology. The RTP establishes priorities for federal, state and regional planning with potential future investments. The plan is on track to be adopted by the end of 2018. Recognition of agency and partner engagement for their input with the process was given.

More than \$22 billion of transportation investment is planned through 2040. On the constrained list of projects are \$15.4 billion of capital investment, eligible for Federal and State funding. The interactive map showing these projects are online for view. Draft RTP constrained priorities submitted by cities, counties, ODOT, TriMet, SMART and other jurisdictions from adopted plans and studies was shown. Total estimated investment by 2040 with constrained priorities is \$42 billion. A break-down by categories was shown that included HB2017 additional funding. This will be noted in future reporting.

Ms. Ellis reminded the committee that the RTP public comment period began June 29 and ends on August 13. The website location to add comments and take a survey was provided; [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp) with comments also taken by email, phone or in person at the public hearing on August 2. Further input is appreciated as work continues on the plan.

Comments from the committee:

- Tyler Bullen asked where the 814 individual projects were listed if not in the RTP. Ms. Ellis reported these were listed in Appendix A and B. The projects were listed online with full details that could be sorted and searched that be downloaded if desired.
- Maria Hernandez acknowledged the work from engagement contributing to the RTP. It was asked what the results are indicating from the equity forums that took place on priorities from the perspective of the umbrella of equity lens incorporated in the priorities with strategies addressed. Ms. Ellis responded that several chapters of the RTP addressed the equity issues. Chapter 4 identifies existing equity issues. Chapter 7 involves evaluation processes around equity issues such as safety, and access to jobs and community places. Chapter 2 contains the revised equity goal of eliminating disparities experienced by historically marginalized people in the region that would help guide future planning and funding for addressing equity. Appendices A, B and C provides a project list that flags projects located in equity focus areas to inform future planning and implementation. Appendix E provides more details on the transportation equity evaluation. In Chapter 8 future work is identified to address equity-related affordability and access issues and how this can be monitored for improvements. Asked if funding

sources have been identified for projects in the RTP, Ms. Ellis reported that the RTP projects were for all projects in the long-range plan based on a region-wide revenue forecast. Individual project funding sources have not been identified and is beyond the scope of the RTP.

- Phil Healy commented on the good work with the Freight Strategy and asked how future changes will be made in the plan. Ms. Ellis reported that more editing will be done and comments on all the documents was welcome by Aug. 13. Specific, detailed changes that were requested during the public comment should be sent quickly with each being addressed. Mr. Healy commented on the need for further work between ODOT and Metro with Freight and Highway Performance Standards. This was confirmed, with an expected update to be shared with TPAC.
- Chris Deffebach commented on Washington County not using all their allocated TSP funds they were eligible for with projects. It appears there is significant need for future funding, but not a clear method toward planning for investments to match projected projects. Ms. Ellis added that as regional planning moves forward updates to TSPs could be used as starting points for local investments and developed into broader issues. Chairman Kloster added that the next RTP process would involve more discussion of local TSPs and include mobility policies.
- Katherine Kelly commended the work of staff on the draft RTP. It presents a good job setting up the framework for the next RTP. There may be a lack of understanding from elected officials on exactly what the RTP is attempting to achieve. Elected officials should share in the bigger vision. The next RTP is expected to be much different, with more data available and details with emerging technologies effecting outcomes. This should be presented to JPACT. Included with this presentation to JPACT it was recommended Maria Hernandez provide input on equity integration, and have a short intro to the interactive map with projects listed.
- Karen Buehrig added her appreciation for work done with the RTP. Congestion was noted as a concern where progress was not viewed as moving in the right direction. Even with improved transit accessibility, not enough strides have been made toward encouraging multi-modal share, which has resulted in more congestion. In Chapter 8, if we better connect projects to the reasons why we are addressing issues more understanding and support of issues might be produced. Mobility policy updates and congestion value pricing could be packaged as a suite of choices. A more inclusive look at multi-modal transit with large transportation projects was suggested. More value pricing options folded into the planning work was encouraged. The timing of multi mobility corridor work was not clear and not listed as a planning project.
- Nancy Kraushaar commented on the need for showing the bigger picture to elected officials as they have requested. The future framework for the RTP, moving past 2040 will require us to think bigger about growth and transportation needs and prepare for changes.
- Maria Hernandez encouraged further discussion on emerging technologies moving forward to plan further out, not just for funding specific projects, but to ensure technologies benefit our region's needs. Technologies should move more toward multi-modal systems that reach all transportation users and address other factors, some of which are not identified in the plan or strategies.
- Katherine Kelly, with regard to emerging technologies and the next framework of the RTP, have mobility management be a preview presented to JPACT.

- Tyler Bullen asked for clarification on the map showing projects and whether this represented all projects the region. Ms. Ellis explained the map does not show all projects due to the fact that the RTP project list focuses on the regional system making projects eligible for federal and state funding. Ms. Ellis referred to the beginning of chapter 3 that defined the regional system, and how designation of regional significance relates to the project list, and map.
- Glenn Koehrsen clarified typos and minor edits would be sent to authors of the documents.

Ms. Ellis reminded the committee to review the “Finalizing the 2018 Regional Transportation Plan, A briefing book for policymakers” that was handed out, and encouraged its use to brief elected officials and communities-members. The book summarizes the process, key elements of the RTP including the goals, the draft project list, and implementation strategies. Following the public comment period, TPAC and MTAC members will be presented with proposed amendments in response to comments at the August 29 workshop. The committees will be asked to finalize their recommendations to JPACT and MPAC, respectively, at subsequent committee meetings.

## **7. TransPort Work Program Briefing**

Kate Freitag, ODOT, TransPort Chair, A.J. O’Connor, TriMet, TransPort Vice Chair, and Caleb Winter, Metro provided an overview of TransPort structure and purpose. One of the reasons to coordinate regionally around transportation system management and operations is to work together to reduce the manageable sources of congestion, to keep the system safe and reliable.

Transportation System Management and Operations (TSMO) is the name of this strategy document, one of Metro’s programs. Made up primarily of transportation engineers, TSMO focuses on regional goals and coordinate implementation. TransPort can help achieve a smarter management and operations management for travelers by various modes via traffic signals, connecting and shared data, and operators to monitor for crashes and respond quickly with improved reliability for others.

The participation with TransPort includes planners, engineers/operators, modelers and researchers and the traveling public. TransPort’s primary function falls between policy and planning, and project implementation. Activities include regional coordination around funding, pursuing competitive funding in a coordinated approach, and monthly meetings with key stakeholders to develop concepts and project readiness.

Examples of project work with the program were given. ADA in Intelligent Transportation Systems, (ITS) projects and how agencies respond to changes in federal requirements and new interpretations, train and promote understanding for improved transportation systems. For data standards, solving for and sustaining interoperability means sorting out how to integrate existing ITS Systems with commercially available products. Smart innovations were also shown as examples for solving problems, coordination regionally and resource sharing with projects named for the Portland Safety Sensor Pilot and Washington County Signal Performance Solution.

TSMO projects are prioritized based on the plan. A pie chart was shown with resources from the TSMO program and leveraged efforts. Notable examples include RFFA funding for Going St. Freight ITS, the federal grant awarded to Metro for the I-84 Multimodal ICM Deployment Plan, TriMet funding for the next gen transit signal priority concept of operations and federal funding awarded to Portland as a finalist of Smart City Challenge to further develop their application. Most noticeable is the TIGER

funding for Washington County/ODOT to build active corridor management along arterials and freeways from Washington County to the Portland Airport distribution hub.

TransPort created a work plan handout with a list of priorities sorted by near-term work that is reaching milestones and work just underway.

- I-84 Multimodal Integrated Corridor Management. An example of leveraging partnerships and investments to lead and compete nationally. Adding to the ITS toolbox elsewhere in the region.
- Central Traffic Signal System. Upgrading or replacing the current 20-year old computer system and software, increasing reliability, reducing maintenance, improving responses across agencies and providing better service to all travelers.
- 2030 TSMO Strategy Update. Build from 2018 RTP policies and strategies including: Freight, Transit, Travel Options, Emerging Technologies, Active Transportation, Equity, Performance, Safety, Climate and Resilience.
- TSMO Projects for FY 2018-2021. Develop solicitation materials, draft and review criteria, solicit TSMO projects, score and make recommendations, and sub-allocate funds.
- Update TransPort Bylaws. Clarifying the Chair/Vice Chair transitions, review with equity lens, and consideration of growth in participation. Subgroups to address issues, trainings and workshops. The current list of TransPort members was included in the committee packet.

Comments from the committee:

- Jon Makler asked how Metro is utilizing the Emerging Technology strategies and development with Eliot Rose in the Innovation Department. Mr. Winter reported that Mr. Rose has attended TransPort meetings and his workgroup have similar attendees. More discussion will be held on smaller ways technology can support larger projects. Discussion was held on how effective technology could help provide safer transportation. It would benefit TPAC to be advised on these issues from TransPort for funding, resources and shared knowledge.
- Maria Hernandez asked what steps were taken to address ADA compliance on projects and how this could be improved. Ms. Freitag reported that evaluations taken midstream on projects, knowing in advance the federal requirements on the project, how timelines of the project affect ITS, or does not fit a capital project structure, and creating a better defined improvement system with ADA requirements were lessons learned. Mr. O'Connor added each agency looks at ADA requirements with systems they have developed to meet needs.
- Eric Hesse acknowledged the importance of the priorities and partnerships with these strategies and the more benefits we can achieve with shared agency knowledge.

## **8. Next Generation Transit Signal Priority**

AJ O'Connor provided a concept overview of TriMet Next Generation Transit Signal Priority (TSP). Following earlier transit projects that triggered discussion on the next level of TSP, consultants were hired for a study that would help develop a system for the next 20 years on the Next Gen TSP. Sharing this information with TransPort was the next step in coordination of TriMet's efforts of pursuing efforts for advising policymakers and decision makers in the region.

The TriMet fixed route bus collects real time and post operational data, that while useful, is basic compared to more current versions. Existing TSP infrared systems have communications between buses and traffic signals that happen locally at each intersection. On-board equipment communicates with detectors on traffic signal mast arms through line-of-sight transmissions. The study inventoried

the existing infrared TSP system alongside traffic signal equipment and software to understand each jurisdiction's functional and operational needs.

TriMet is now ready to consider expanding the TSP system beyond their original agreements with local jurisdictions to more of their service area throughout the Portland region. In addition, technology advances are creating new opportunities to upgrade TSP. Connected vehicle (CV) technology, which allows information from automobiles, freight trucks, and buses to inform roadway operations through communications with traffic signals, will increase functionality of TSP. CV technology allows buses to share more information with traffic signals about each bus's route, schedule, and passenger loading to help it move through intersections and improve travel time reliability.

An example of V2C (Vehicle to Center) selected by TriMet, was shown that can provide information for decisions on multiple light signal systems. Currently LRT transit signal priority is largely based on trains passing trackside contact points. This provides little advanced warning to the signal and no additional data to the signal and may not be triggered if operators stay behind the trigger location.

The ROOT Concept architecture supports integrations of the LRT into a connected vehicle environment. This will allow upstream communications with signals, and the possibility of sharing additional data, like schedule and passenger load. It was noted that the LRT system is not at this level now. TriMet is seeking funding for this multi-modal system.

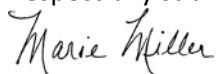
Comments from the committee:

- Chris Deffebach asked if this was adding to existing systems or developing new areas. Mr. O'Connor reported that TriMet is pursuing the entire system of the region. Funding for the project comes from the ATCM grant with a matching commitment from ODOT if the grant is received. Mr. O'Connor added that the New Gen System allows for flexibility with changeable lights, and improved data collection with the system.
- Tyler Bullen asked what percent of all signals has the ability to interact with TriMet. The goal of the new system will be the investment of major corridors, but increasing signal systems throughout the region.

## 9. 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, July 13, 2018

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	7/13/2018	7/13/2018 TPAC Agenda	071318T-01
2	TPAC Work Program	7/6/2018	2018 TPAC Work Program	071318T-02
3	Handout	7/3/2018	Memo from Ken Lobeck, Funding Programs Lead RE: The 2018 to 2019 Project Phase Slips Developing MTIP/STIP Amendment	071318T-03
4	Meeting minutes	6/1/2018	Draft minutes from TPAC June 1, 2018 meeting	071318T-04
5	Resolution 18-4901	7/2/18	Resolution 18-4901 for the purpose of adding or amending existing projects to the 2018-21 MTIP involving four projects impacting Metro, ODOT, and TriMet.	071318T-05
6	Exhibit A to Resolution 18-4901	7/2/18	Exhibit A to Resolution 18-4901	071318T-06
7	Staff Report	7/2/18	Staff Report Memo from Ken Lobeck RE: July 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4901	071318T-07
8	Attachment 1 to Resolution 18-4901	7/2/18	Attachment 1 to the July 2018 MTIP Formal Amendment Staff Report – Project Location Maps	071318T-08
9	Memo	7/6/18	TO: TPAC and interested parties From: Kim Ellis, RTP Project Manager RE: 2018 RTP: Public Comment Materials	071318T-09
10	Memo	7/6/18	TO: TPAC and interested parties From: Kate Freitag, TransPort Chair, A.J. O’Connor, TransPort Vice Chair, Caleb Winter, Senior Transportation Planner supporting TransPort RE: TransPort Work Program Briefing	071318T-010
11	Handout	7/6/18	2018 to 2019 TSMO Timeline and TransPort Work Plan	071318T-11
12	Booklet	7/11/18	2018 Regional Transportation Plan, Finalizing the 2018 Regional Transportation Plan, A briefing book for policymakers	071318T-12
13	Presentation	7/13/18	July 2018 Formal MTIP Amendment and Approval Request of Resolution 18-4901	071318T-13
14	Presentation	7/13/18	2018 Regional Transportation Plan Final Public Review Draft	071318T-14
15	Presentation	7/13/18	TransPort Work Plan Briefing	071318T-15

<b>Item</b>	<b>DOCUMENT TYPE</b>	<b>DOCUMENT DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
16	Presentation	7/13/18	TriMet Next Generation Transit Signal Priority (TSP)	071318T-16