



Meeting minutes

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

Date/time: Friday, August 10, 2018 | 9:30 a.m. to 12 p.m.

Place: Metro Regional Center, Council chamber

Members Attending

Tom Kloster, Chair
Lynda David
Katherine Kelly
Jeff Owen
Mandy Putney
Phil Healy
Tyler Bullen
Glenn Koehrsen
Beverly Drottar

Affiliate

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

Alternates Attending

Steve Williams
Jessica Berry
Erin Wardell
Eric Hesse
Dayna Webb
Todd Juhasz

Affiliate

Clackamas County
Multnomah County
Washington County
City of Portland
City of Oregon City and Cities of Clackamas County
City of Beaverton and Cities of Washington County

Members Excused

Karen Buehrig
Joanna Valencia
Chris Deffebach
Mark Lear
Nancy Kraushaar
Don Odermott
Cory Ann Wind
Carley Francis
Rachael Tupica
Alfred McQuarters
Maria Hernandez
Emily Lai

Affiliate

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

Guests Attending

Kelly Betteridge
Lidwien Rahman
Garet Prior

Affiliate

TriMet
Oregon Department of Transportation
City of Tualatin

Metro Staff Attending

Margi Bradway, Deputy Director, Planning & Development Department

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

Lake McTighe, Senior Transportation Planner Eliot Rose, Senior Technology Planner

Grace Cho, Associate Transportation Planner Cindy Pederson, Research Manager

Jeffrey Raker, Associate Regional Planner Marie Miller, TPAC Recorder

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

- **State Transportation Improvement Program (STIP) Update** (Mandy Putney)

Ms. Putney provided an update on the scoping process, tentatively scheduled to begin Sept. 10 and end around Thanksgiving. ODOT staff plans to investigate 10-15 project each week. A more detailed schedule will be available by the end of this week. Team leaders have been encouraged to reach out for local knowledge.

Ms. Putney provided an update on the Local Arts Projects. ODOT's Traffic Manager has asked each applicant to reach out and utilize the public fund operation for ways to maximize cost effectiveness. It was encouraged for committee members to talk with colleagues on the best way to assist each other. At the August 29 TPAC/MTAC workshop, more details on the Business Cases will be presented, which ODOT uses as instructions for scoping teams.

Ms. Putney announced that the Oregon Transportation Commission would be meeting next week. ODOT was expected to hear what direction they would take on value pricing and the application to FHWA.

- **UPWP Quarterly Report** (Ken Lobeck)

Mr. Lobeck provided an update on the 3rd Quarter FFY MTIP Amendment Report. A total of 39 MTIP amendments were approved. Noted from the amendments were cost increases especially to the construction phases due to a variety of reasons. The need to address right-of-way (ROW) and/or utility relocation phase requirements initially not identified as required for the project and required scope changes were also noted.

Reporting on the 4th Quarter SFY UPWP Summary Report, Mr. Lobeck provided information on the status change with 2 of the 12 projects. Key 19786 (I-205 project) entered preliminary engineering which ends its required UPWP reporting. ODOT has approved a new study focusing on the Inner Powell Blvd. jurisdictional transfer which will be added to the UPWP Regionally Significant project list.

The Quarterly reports will now be presented twice a year. Way to improve efficiency with streamline and more online processes are being developed. To a question on rising costs in construction, Mr. Lobeck reported that a large factor was higher assessments from contractor bids and less available contractors for projects.

- **New Mobility Program Announcement (Eliot Rose)**

Mr. Rose announced that a pilot program is being developed that will test technology abilities for transportation modes. Applications for grants are being created, with more information on this to be presented at the September 7 TPAC meeting. For more information you can reach out to Mr. Rose directly.

- Eric Hesse provided information on the new electric scooters that are appearing in the area. Policies are being developed with an outcome based process. Permits have been issued with data collected. Mr. Hesse clarified that electric scooters must follow motor vehicle laws, require helmets worn, and are allowed in bike and vehicle lanes, but not on sidewalks and currently not in city parks or trails.

Asked what the framework for the end of the 4-month pilot would be, Mr. Hesse reported that the current permit period ends Nov. 4. During the pilot program and following, they will make assessments with surveys and data gathering, deciding on further resources to put toward the program. It was noted many scooter riders were seen without helmets. Education, police monitoring and developing enforcement around state laws will continue to be formed.

3. Public Communications on Agenda Items - None

4. Consideration of TPAC Minutes from July 13, 2018

MOTION: To approve the minutes from July 13, 2018 as presented.

Moved: Glenn Koehrsen

Seconded: Todd Juhasz

ACTION: Motion passed unanimously.

5. MTIP Formal Amendment Resolution 18-4908

Ken Lobeck provided an overview of August 2018 Formal MTIP Amendment Resolution 18-4908. The amendment bundle (for FFY 2019) contains required changes and updates impacting Portland and ODOT. Two projects are included in the amendment bundle, summarized in the below table:

August 2018 Formal MTIP Amendment			
Amendment Type: Formal			
Name: AG19-01-AUG			
Number of Projects: 2			
ODOT Key MTIP ID	Lead Agency	Project Name & Description	Required Changes
Project #1 ODOT Key 18841 MTIP ID 70782	ODOT	OR217: OR10 - OR99W SB Auxiliary Lane	ADD APPROVED PHASE FUNDING: The amendment adds required and approved funding to this named HB2017 project to the Right-of-Way (ROW) and Construction phases bringing the project up to its fully funded level of \$47.5 million. The amendment is also moving forward now to enable the ROW

			phase to obligate early during FFY 2019 to initiate pre-ROW acquisition activities supporting the later construction of the required sound walls.
Project #2 ODOT Key 19300 MTIP ID 70678	Portland	North Rivergate Freight Project In North Portland on North Rivergate Blvd between North Time Oil Rd and North Lombard St, construct a 2-lane grade separation over the UPRR tracks, modify/reconstruct Rivergate/Lombard Street Intersection to improve mobility and safety	COST INCREASE: The formal amendment adds \$5,185,063 of federal Highway Infrastructure Program (HIP) funds and \$1,000,000 of Immediate Opportunity Funds (IOF) along with match to the construction phase to address a funding shortfall. Based on the 30% design cost estimate for the project, the North Rivergate Blvd overcrossing at the UPRR is fully funded now.

Comments from the committee:

- Todd Juhasz asked for clarification on project 1: #18841 ODOT OR217 Southbound: OR10 to OR 99W, with adding ROW requirements to a 2018 RTP project for construction phase estimated to begin in 2020, completed by the end of 2022. Mr. Lobeck reported there were no inconsistencies with the requirements to bring funding to the full level of the project. This amendment enables the ROW phase to obligate early during FFY 2019 to initiate pre-ROW acquisition activities supporting the later construction of the required sound walls.

MOTION: To approve recommendation to JPACT Resolution 18-4908 which includes two projects for ODOT and Portland.

Moved: Eric Hesse

Seconded: Glenn Koehrsen

ACTION: Motion passed unanimously.

6. Regional Flexible Funds Allocation (RFFA) Enhanced Transit Corridor (ETC) Project Development Funds Allocation

Jamie Snook and Kelly Betteridge provided an update on the Enhanced Transit Corridor (ETC) Pilot program. With the need to invest more in our transit system, particularly frequent transit service, the ETC pilot program employs new public partnerships to service treatments that increase capacity and reliability, yet are relatively low-cost to construct, context-sensitive, and able to be deployed quickly throughout the region. This program is funded with \$5 million in regional flexible funds (RFFA) to increase transit ridership; identify, design and build ETC projects; and develop a pipeline of ETC projects region-wide.

In partnership with TriMet, Metro identified locations along the frequent transit service and streetcar lines with high ridership that are currently experiencing delays and reliability issues. These locations were evaluated at 14 workshops to identify potential ETC treatments that could be implemented by local jurisdictions. The segment scoring on proposed projects were explained.

Following spending \$100K of the original \$5 million spent on workshops, proposed program funding and spending was listed as:

\$4.9 total Program funding

- \$0.5M for Program Management
- \$4.4M for Project Development

Split:

- \$2.0M Design to IFC
- \$2.4M Design to 15%

There were a total of 38 ETC proposals (49 individual projects) submitted through this process, for a \$15M ask, design costs only. Projects submitted to the Request for Interest (RFI) were screened based on the minimum award requirements:

- Projects must be on an existing or future frequent service transit line
- Projects must have been through the Metro/TriMet led Regional ETC workshops or some other local or regional planning process
- Projects must demonstrate that they will improve transit speed and reliability
- Projects must be included in the 2018 Regional Transportation Plan
- Projects must have the support from the local agency's director or elected official
- ETC eligible projects must be within the Metro region and be located on an existing or future frequent service bus line or streetcar line

Criteria for the second screening of projects:

- Projects can be implemented within 2 years
- Potential funding has been identified for the project
- Projects have the potential to increase transit speed and reliability
- Projects improvements serve many riders and more than one transit line

Sixteen projects moving forward are split as 9 (concept to construction), 7 as concept to design. The remaining 33 projects are listed as future projects needing funding in the pipeline. Proposed projects were listed with key elements and project summaries for design work. It was noted that the McLoughlin Blvd. ETC: I-205 Interchange project was still being discussed. Funded projects by jurisdiction (IFC/15%) were listed by number of applications, number of projects and percent funded. It was noted that the projects were wide range throughout the region, and that jurisdictions were interested in partnerships in future projects.

The identification of 'Swift Red Paint' for bus lanes was provided. These are provided by FHWA to the applicant owner of the project. Typically a 6-month process, they will identify existing transit priority locations and work with local jurisdictions on the deployment process. ODOT's involvement in the ETC projects were outlined. The timeline of the ETC Pilot program was given showing the need to move the projects forward quickly, as travel time is increasing, with hopes to expedite the design schedule.

Comments from the committee:

- Glenn Koehrsen was concerned about the travel time and accessibility to transit. Did the data equate to increased ridership? Ms. Betteridge acknowledged the sometimes limited travel choices for riders. While TriMet continues to address these issues, the ETC program is focused on speed and reliability of frequency.
- Tyler Bullen asked for clarification on the 15% design costs. Ms. Snook explained this was the development of the concept willing to have more detailed engineering given to the project.

Typically this is 10% design of the overall capital costs; 1% of total costs of the project. Asked to define “hotspots” for Enhanced Transit treatments, these could be applied to either regional or corridor locations with specific space and time. It was noted that an average of \$7K spent on the 14 workshops, work included personnel prep time, data collection and the workshop itself.

- Katherine Kelly asked for a handout of the presentation as some of the slides were difficult to read. All presentations are added to the packet online following each meeting. However, presentations will be available in printed copies at the meetings. Addressing projects in the pipeline, it was suggested to expand the list for future regionally funded intent and what is in discussion now. This would also be included in the RTP for future planning with corridors.
- Mandy Putney reported that ODOT is happy to work with partners on development of these projects. The design work may provide additional impacts with costs that can be monitored. ODOT is interested in possible leveraging projects for other funding sources.
- Steve Williams commented that while looking at existing ETC issues is good, other existing and new developing issues have impacts on jurisdictional planning. It was suggested to have guidance and technical support for designs and standards to be incorporated for planning purposes with frequent service on corridors.
- Eric Hesse offered to share the City of Portland perspective and information on “Growing Transit Communities” with early planning to existing corridors and the process for regional planning. Mr. Hesse noted that this first round commitment from RFFA funding was for the initial ETC. More projects in the pipeline can be moved forward if funding is gained from further RFFA cycles.
- Margi Bradway commented on the clear demand for these projects and the need to look at all projects as region-wide focus. More discussions will be taking place on funding allocations in 2019. It was recommended that jurisdictions study the need and design for future funding.
- Katherine Kelly noted that it should be highlighted this concept is a one-time program with specific funding for the technical and design services of the ETC pilot program.

Ms. Snook provided the next steps in the process, working with jurisdictions to identify people, scope, budgets, schedules and all check-in points, with expected work to begin late August/early September.

7. Preview of Regional Transportation Plan (RTP) Adoption Package (Ordinances, Resolutions, Exhibits)

Jamie Snook provided an overview of how the 2018 Regional Transportation Plan and strategies for safety, freight, transit and emerging technology will be adopted. We are currently in the final stages of adopting the plan. A final 45-day public comment period began June 29 and will end on August 13, 2018. The committee is encouraged to add input during this period.

Metro staff will propose amendments to respond to public comments received for consideration by MTAC and TPAC at the joint workshop on August 29, and during regular committee meetings in September and October. In October, MPAC and JPACT will be asked to make their respective recommendation to the Metro Council on adoption of proposed amendments and the 2018 RTP and strategies for safety, freight, transit and emerging technology. In early December, the Metro Council will be asked to consider MPAC and JPACT’s recommendations on adoption of the 2018 RTP and the four strategies.

When the Metro Council adopts amendments to the RTP or other components of the Regional Framework Plan, it is adopting legislation that must be adopted by ordinance in order to create legally binding requirements on local governments in the region. The RTP will also be adopted as the federally-

recognized metropolitan transportation plan for the region under federal law and the regional transportation system plan for the region under state law. The ordinance number, draft title and a list of proposed exhibits is provided for reference:

Ordinance No. 18-1421 For the Purpose of Amending the 2014 Regional Transportation Plan to Comply With Federal and State Law and implement the 2014 Climate Smart Strategy (*draft title*)

- Exhibit A – Public Review Draft 2018 Regional Transportation and Appendices
- Exhibit B – Regional Framework Plan Amendments
- Exhibit C – Summary of Comments Received and Recommended Actions
- Exhibit D – Findings of Fact and Conclusions of Law

Each strategy is being proposed for adoption by resolution because much of each strategy consists of recommendations that do not impose binding obligations on local governments. Adoption of the individual strategies by resolution expresses the intent of the Metro Council to support and implement each of the strategies, and is appropriate for strategies that provide guidance and policy direction. The resolution number and draft title for each strategy is provided for reference:

Resolution No. 18-4892 For the Purpose of Adopting the 2018 Regional Transit Strategy and Replacing the 2009 High Capacity Transit System Plan (draft title)

Resolution No. 18-4893 For the Purpose of Adopting the 2018 Regional Freight Strategy and Replacing the 2010 Regional Freight Plan (draft title)

Resolution No. 18-4894 For the Purpose of Adopting the 2018 Regional Transportation Safety Strategy (draft title)

Resolution No. 18-4869 For the Purpose of Adopting the 2018 Emerging Technology Strategy (draft title)

The committee is requested to review and comment on draft materials by August 13 during the formal comment period. The draft legislation and respective staff reports will be available for review in early September. Chair Kloster added the Exhibit A of the Ordinance, which includes appendices and part of the record, is still being drafted. In addition, more updates on the Transportation Planning Rule (TPR) will be coming to TPAC for review.

Comments from the committee:

- Mandy Putney asked for clarification on the structure of meetings where strategies and comments received on the RTP would be discussed. Chairman Kloster reviewed the planned process with the focus on comments for TPAC and MTAC to be reviewed at scheduled meetings. The public comments will have staff recommendations that committee members will review and either list as consent items, or feel they warrant further discussion as possible new policy actions. Once MTAC and TPAC have reviewed and discussed proposed changes or edits for recommendations, this will be brought to JPACT, the Metro Council. The comments and staff recommendations will be available for review prior to each meeting when the meeting packet is sent out. First possible roll out of this material is for the August 29 TPAC/MTAC workshop, then Sept. 7 TPAC meeting.
- Eric Hesse recognized the time constraint putting materials together quickly following the public comment period, and appreciates the advance review opportunity when possible.
- Tyler Bullen asked for clarification on the dates for comment review and staff recommendations. It was noted that the RTP adoption process with proposed amendments

and recommendations for each committee would be available at the Aug. 29 workshop and included in meeting packets for the committees.

8. Economic Value Atlas (EVA) Analysis and Evaluation Update for Regional Planning

Jeffrey Raker provided an overview of the Economic Value Atlas (EVA) program, defined as a collaborative project to establish tools and analysis aligning planning, infrastructure, and economic development to build agreement on investments to strengthen our regional economy. A growing trend with MPOs is working with economic development organizations to attract investments with methods to support development, combining connections with economic interests, such as redevelopable land, permit activity, employment and demographic trends and travel times.

The project began with the Brookings Market Scan that provided data on focus clusters of local service jobs with industries identified. Using the Portland 2020 Framework as a starting point, the research providing shared economic values listed for business, people and places. Mr. Raker pointed out the trade market balances of freight flows to outside markets for the Portland-Vancouver area.

The Brookings Memo on Indicators were shown from goals, values, indicators and measures, and organized by geography in the region. It was noted Clark County, Washington was included in the analysis. Metro-specific applications with the EVA tool include:

- 2018 Housing Measure – Possible guidance to counties for where affordable housing could make sense given existing affordability levels and nearby workforce.
- 2020 Transportation Measure – Indication of economic conditions among 8-10 corridors under consideration as part of the package of projects advanced to voters.
- Regional Flexible Funds – Refinement to existing economic measures that focus mostly on freight mobility and environmental justice.
- 2023 Regional Transportation Plan – Exhibiting relative competitiveness of areas to pinpoint what goes in to local Transportation System Plans.
- Land-Growth Management – not directly linked to state-mandated economic forecast process, but contextual info on regional/community economic conditions and trends.

What the tool does is combine 24 EVA datasets and allows real time, multivariate analysis. What is still to be built are tract selection mechanisms, star charts for selected tracts, the ability to export data and walkthrough tutorials.

The EVA timeline was provided with testing and refinement planned for summer 2018, followed by final report/tool and presentation in fall 2018, and early applications winter 2018/2019. Possible applications for these time periods was given.

Comments from the committee:

- Glenn Koehrsen commented on the need to highlight workforce training, with educational opportunities and access to transit.
- Beverly Drottar commented on the possible broader audience benefit with this tool beyond planning purposes. What plans are there for providing access to others with the tool? Mr. Raker stated most of the data is public but some propriety issues may need to be arranged with partners to have access with the data. The intent of the tool is not just for Metro's use but bigger benefit to the region.
- Steve Williams commented on such a powerful tool used to connect land use, transportation and economic development. He suggested including analysis at the track level of density of

population to employment and transit ridership. Another addition to the analysis is with regional growth concept and focus on development in regional centers and different areas of focus. The analysis of success and changes over time and monitoring trends would be useful.

- Erin Wardell commented on the challenges with data to keep updated. Asked if there was a plan to update data in this tool, Mr. Raker reported there was a budget reserve for a planned update in the next 2-3 years, which he hoped would be ongoing at these intervals. The priorities and budgets of Metro and our jurisdictional partners will dictate these plans. There is also a performance measure in the data system now that connects data across projects to provide as real time as possible.
- Mandy Putney asked if there were any forecasting abilities planned in terms of forecasting future conditions. Mr. Raker reported this has not been done yet, with the project now a starting point. They may build this capability with variables established from analysis in forecasting but not necessarily in the tool itself.
- Beverly Drottar asked if there was a budget for marketing these capabilities to pay for the tool, using local real estate agencies as an example. Mr. Raker reported currently Metro is the budget provider of the tool, but he does speak regularly with economic development markets and the discussions of further budget providers can be explored.
- Eric Hesse commented on having MTAC included in the discussions for jurisdictional opportunities and learning about these connections with land use and economic development.

9. Adjourn

There being no further business, meeting was adjourned by Chair Kloster at 11:30 a.m.

Respectfully submitted



Marie Miller
TPAC Recorder

Attachments to the Public Record, TPAC meeting, August 10, 2018

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	8/10/2018	8/10/2018 TPAC Agenda	081018T-01
2	TPAC Work Program	8/1/2018	2018 TPAC Work Program	081018T-02
3	Memo	7/23/2018	Memo from Ken Lobeck, Funding Programs Lead RE: MTIP 3 rd Quarter FFY 2018 Completed Amendments and 4 th Quarter SFY 2017-18 UPWP Summary Report	081018T-03
4	Attachment 1 to Memo	7/23/2018	3 rd Quarter Federal Fiscal Year 2018 Approved Amendment Submission List; April 1, 2018 through June 30, 2018	081018T-04
5	Attachment 2 to Memo	7/23/2018	UPWP Regionally Significant Projects Summary Update; 4 th Quarter SFY 2017-18 Reporting Cycle; April 1, 2018 to June 30, 2018	081018T-05
6	Meeting Minutes	7/13/2018	Draft Meeting Minutes from TPAC, July 13, 2018	081018T-06
7	Resolution 18-4908	8/10/2018	Resolution 18-4908: For the purpose of adding or amending existing projects to the 2018-21 MTIP involving two projects impacting Portland and ODOT	081018T-07
8	Exhibit A to Resolution 18-4908	8/10/2018	Exhibit A to Resolution 18-4908; 2018 – 2021 MTIP	081018T-08
9	Memo: Staff Report to Resolution 18- 4908	8/1/2018	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: August 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4908	081018T-09
10	Attachment 1 to Resolution 18-4908	8/1/2018	Attachment 1 to the August 2018 MTIP Formal Amendment Staff Report – Project Location Maps	081018T-10
11	Handout	August 2018	Regional Enhanced Transit Concept (ETC) Pilot Program	081018T-11
12	Memo	8/3/2018	TO: TPAC and interested parties From: Kim Ellis, RTP Project Manager RE: 2018 Regional Transportation Plan – Legislative Package	081018T-12
13	Handout	June 2018	Public comment opportunity on the 2018 RTP, June 29 to August 13, 2018	081018T-13
14	Presentation	8/10/2018	August 2018 Formal MTIP Amendment & Approval Request of Resolution 18-4908	081018T-14
15	Presentation	8/10/2018	Regional ETC Program, RFI review and project selection	081018T-15

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
16	Presentation	8/10/2018	Economic Value Atlas	081018T-16