



# Meeting minutes

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

Date/time: Friday, May 3, 2019 | 9:30 a.m. to 12 p.m.

Place: Metro Regional Center, Council chamber

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## **Members Attending**

Tom Kloster, Chair  
Ted Leybold, Vice Chair  
Karen Buehrig  
Chris Deffebach  
Lynda David  
Eric Hesse  
Dayna Webb  
Katherine Kelly  
Jeff Owen  
Laurie Lebowsky  
Phil Healy  
Glenn Koehrsen  
Maria Hernandez- Segoviano

## **Affiliate**

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

## **Alternates Attending**

Jessica Berry  
Jaimie Huff  
Garet Prior  
Kelly Betteridge  
Jon Makler  
Melanie Ware  
Karen Williams

## **Affiliate**

Multnomah County  
City of Happy Valley and Cities of Clackamas County  
City of Tualatin and Cities of Washington County  
TriMet  
Oregon Department of Transportation  
Oregon Department of Transportation  
Oregon Department of Environmental Quality

## **Members Excused**

Joanna Valencia  
Don Odermott  
Mandy Putney  
Cory Ann Wind  
Rachael Tupica  
Jennifer Campos  
Tyler Bullen  
Jessica Stetson  
Emily Lai  
Beverly Drottar

## **Affiliate**

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

## **Guests Attending**

Kate Freitag  
Matthew Jarvis

## **Affiliate**

Oregon Department of Transportation  
Reed College

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Nicole Hendrix  
Eric Loomis  
Kari Schlosshauer  
Alison Allen-Hall

SMART  
SMART  
Safe Routes Partnership  
LynxSe

### **Metro Staff Attending**

Ken Lobeck, Funding Programs Lead	John Mermin, Senior Regional Planner
Grace Cho, Senior Transportation Planner	Cindy Pederson, Senior Model Researcher
Tim Collins, Senior Transportation Planner	Jamie Snook, Principal Transportation Planner
Caleb Winter, Senior Transportation Planner	Kim Ellis, Principal Transportation Planner
Eliot Rose, Senior Transportation Strategist	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**

- **Monthly MTIP Amendments Summary** (Ken Lobeck) Mr. Lobeck provided a brief summary of submitted amendments from mid-March through the first half of April 2019. This summary was included in the meeting packet with questions on information directed to Mr. Lobeck.
- **Jurisdictional Transfer RFP Update** (John Mermin) Mr. Mermin provided a brief update on the Jurisdictional Transfer Request for Proposal process. One proposal was received that is currently being reviewed and evaluated to meet the criteria. The term of the contract is anticipated to be June 2019 through March 2021. More updates on the process will be provided at future TPAC meetings. For further information contact Mr. Mermin.
- **Regional Mobility Policy Work Plan Update** (Kim Ellis) Ms. Ellis provided a brief update on the project and scoping process, with specific information included in the memo in the packet. This project will be discussed in more detail at the June 19 TPAC/MTAC workshop. Ms. Ellis offered to meet with committee members and community representatives for more in-depth conversation. Glenn Koerhsen asked that the Regional Transportation Plan with seniors and people with disabilities be included in this project, which was agreed. More updates on the Regional Mobility Policy Work Plan and scoping process will be presented at committee and Metro Council meetings.
- **Land Use Forecast Toolkit** (Chair Kloster) Chairman Kloster brought to attention a memo from Chris Johnson, Metro Research Center Modeling and Forecasting Division Manager. Two projects recently initiated are 1) land use model design study, and 2) update to the distributed forecast. TPAC members and agencies may be asked to participate in the outreach and coordination efforts for either or both projects. For information or questions contact Mr. Johnson in the Research Center.
- **Oregon Smart Mobility Network awarded USDOT ATCMTD grant** (Kate Freitag, ODOT) Ms. Freitag provided the announcement from ODOT with a \$12 million Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant for the “Oregon Smart Mobility Network”. A handout included in the meeting packet provided project details

and solutions with technologies categorized by how they prepare, manage, and/or help recover for better transportation system reliability.

Oregon was the only state to get the maximum grant award which is partly credited to the collaboration of our regional and state partners. These partner agencies will meet with FHWA the following week for a kick-off meeting. TPAC will learn more about the grant projects at future committee meetings.

- **May 10 RFFA Application Workshop** (Flyer) Ted Leybold provided information on the 2022-2024 Regional flexible fund allocation workshop, scheduled May 10 at Metro. The application process, resources, eligibility and requirements will be provided at the workshop. Encouragement was given for participants interested in applying for this cycle of grants.
- **BUILD Grants Announcement** (Grace Cho) Ms. Cho provided an update on the Better Utilizing Investments to Leverage Development, or BUILD Transportation Discretionary Grant program that currently has a July 15, 2019 grant application deadline. Metro offers reviews and reconfirmation with project details to our regional partners that plan to submit applications for these funds. Encouragement was given to direct questions and review enquiries to Ms. Cho.

Comments from the committee:

- Jessica Berry asked what information could be provided with the recently awarded technology pilot grants. Ted Leybold reported that there were four grant awards, now being finalized with Intergovernmental Agreements (IGA) before becoming official. Eliot Rose would report on these in detail later in the meeting.
- Jon Makler noted changes at ODOT in employee roles. ODOT Region 1 Project Manager has been posted for this opening with the May 20 application deadline. Meghan Channel who previously held the position has been promoted to the Rose Quarter Project Manager. Controversy with the Rose Quarter project has attracted personal hostility at meetings and social media. It was encouraged this behavior be denounced and discouraged, advocating respectful voices heard in development of regional projects.

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

### 4. Consideration of TPAC Minutes from April 5, 2019

Correction to the minutes, noted by Jon Makler: Pages 3, under Draft 100% lists for the 21-24 STIP, dates were incorrectly given. This should now read "May 10 is the deadline for the ACT to provide feedback on the draft 100% list. Region 1 ACT next meets June 3."

**MOTION: To approve the minutes from April 5, 2019 with corrections given.**

Moved: Jon Makler

Seconded: Glenn Koehrsen

**ACTION: Motion passed unanimously with one abstention: Jessica Berry**

### 5. MTIP Formal Amendment Resolution 19-4993

Ken Lobeck provided an overview of the May 2019 Formal MTIP Amendment with request for approval of resolution 19-4993. This amendment consists of six projects impacting ODOT, Portland and Tigard.

Summary of the six projects:

1. **Key 20481 – I-405, Fremont Bridge: Cancelled Project** – reprogramming funding to two projects & to State Bridge Program, return next STIP
2. **Key 20410 – I-84, I-205 to NE 181st Ave: Scope Change/Cost Increase** -pavement rehabilitation project adding 4 bridges repair work to scope (funds from 20481)
3. **Key 20471 – OR99W Tualatin River NB Bridge: Cost Decrease/Scope Change** – construction phase de-programmed, address expanded PE requirements, bridge strengthening required, funds reprogrammed to Key 20485, I-84/Forest Lane IC
4. **Key 21283 – NE 12th Ave over I-84: Cost Increase/Scope Change** – PE & Construction phase cost increased to address added design factors, construction phase slipped to 2021
5. **Key 20811 – SW Wall St Extension to SW Tech Center Dr. (Hunziker): Remove Project** – de-federalized, separate local IGA with Metro
6. **Key 17757 – Main St Phase 2, Rail Corridor to Scoffins: Remove Project** – de-federalized project, separate IGA with Metro

Mr. Lobeck explained that all projects in the STIP are now being reviewed as part of a rebalance to available funding. Mr. Makler further added that the affect could result in projects in the 100% list be dropped off or delayed to later funding cycles. FHWA will provide forthcoming project process with reviews. There is the potential that up to 100 projects may come back for changes. For now, this resolution on the six projects stands, noted that four of the six may see changes by the Metro Council vote on the amendment.

Following the review of compliance requirements, public notification period and estimated approval timing and steps, Mr. Lobeck requested TPAC to approve recommendation to JPACT of Resolution 19-4993. Included in the requested motion was to direct staff to make all necessary corrections to amendment documents, and put in additional language on STIP regarding the rebalancing of project funds and how these affect final amendment and resolution.

**MOTION: To approve recommendation to JPACT of Resolution 19-4993 Formal MTIP Amendment as presented, with staff corrections as necessary and additional language on STIP rebalancing of project funds.**

Moved: Jon Makler

Seconded: Eric Hesse

**ACTION: Motion passed unanimously.**

#### 6. **TransPort Bylaws – Action Requested**

Kate Freitag, Chair of TransPort provided an overview of the draft update TransPort Bylaws. TransPort is a subcommittee of TPAC which meets to:

- Share best practices in maintaining and continually improving upon day-to-day transportation operations and smart infrastructure
- Collaborate on any addition of new and emerging technologies into the region’s Intelligent Transportation Systems (ITS) Architecture to improve upon and expand capabilities and compatibility of regional systems
- Transfer knowledge and best practices across operations, engineers and planners
- Provide an ongoing public forum for implementing Transportation System Management and Operations (TSMO)

Changes from feedback and identified needs for changes with the bylaws included:

- Re-write the bylaws to maintain an appropriate level of flexibility, remove contradictory language and clear up language that was open to interpretation.
- Distinguish TransPort as Subcommittee of TPAC and remove confusion by removing the words “ITS Committee.” TransPort functions to implement TSMO strategies including deployments of ITS.
- TransPort Chair and Vice Chair will be nominated by anyone and voted in by official TransPort members.
- Does not change the number of members but raises the total possible number of votes from six (6) to seven (7).
  - Continues Vice Chair (introduced by TransPort action Spring 2018) to share leadership with the Chair, with a heightened responsibility to incorporate innovation.
  - Metro has been a non-voting but official member of TransPort since 2005. Metro will now be a voting member. Since 2005, Metro led the TSMO Plan development, supports a TSMO Program Manager, hired a Professional Engineer and hired a Technology Strategist. Metro Council adopted the 2010-2020 TSMO Plan and Metro staff work in partnership with the region’s transportation operators to advance implementation.
- Members will first designate Alternates from their agency, although they still may designate a proxy agency as long as both agencies boundaries overlap at least a little, or are in the same County. By having Members and Alternates, with a proxy option, we will no longer track officially defined “excused absences” separate from absences.
- With a quorum present, an action is carried by five (5) “Pro” votes by official members and that number is not reduced by absent members.

Comments from the committee:

- Chris Deffebach commended TransPort for their efforts updating the bylaws. It was asked to recap the voting changes with the subcommittee to include Metro. Ms. Freitag noted the staff resources that are brought to the table with Metro as a voting member. Caleb Winter added that with the development of TSMO and emerging technology, Metro joins other agency representatives that work in cooperation for a full regional coordination perspective. Jon Makler added that following the focus of technology deployment in the beginning with the subcommittee, regional coordination has emerged as an important element in regional management in transportation.
- Jeff Owen commented on appreciation with this effort and support of the subcommittee, its work and bylaw update.
- Eric Hesse agreed on the importance with this work, and recommended further reports from TransPort at TPAC. Technology driven grants and resources to fund future investments will be monitored and reported on with our partners.

**MOTION: To approve the updated bylaws of TransPort, a subcommittee of TPAC, as presented.**

Moved: Chris Deffebach

Seconded: Jeff Owen

**ACTION: Motion passed unanimously.**

**7. 2019-2020 Unified Planning Work Program (UPWP) – Confirmation of April Recommendations**

John Mermin provided an overview of materials in the meeting packet, including his memo with ODOT edits to UPWP narratives, and the UPWP with track changes that was presented to JPACT. Jon Makler appreciated the opportunity to confirm the recommendation, and the version of the UPWP that was

presented to JPACT. It is recommended to make the financial table in the version more clear and readable to public audiences. ODOT agreed to meet with Metro to further discuss with a limited timeline as UPWP goes to Council adoption soon. This more readable financial table will be presented to JPACT, and noted for clarity in next year cycle.

Jessica Berry commented on not seeing the final RTP online that would be referenced with the UPWP. Chair Kloster reported work is being done on final documentation in the RTP and expected the final document to be posted soon. Kim Ellis later provided information on the chapters yet to be completed and placed online; the finance and summary of projects. A memo with links to the RTP will be provided to TPAC. Those dated Dec. 2018 are finalized, with those dated June 2018 are still in public review version. The fully adopted 2018 RTP should be online by the end of May.

Maria Hernandez-Segoviano commented on the need to tie RTP goals with UPWP goals with related requirements and outcomes. Chair Kloster agreed, and added that our federal partners commented on the mixed messages in the review regarding requirements with funding and different timelines in projects. The accountability for federal and regional requirements with goals could be framed for outcomes in the next UPWP cycle, and placed at the front of the document. A self-certification can be used again next year also.

**MOTION: To reaffirm the UPWP as presented, with the ODOT edited narratives in the memo.**

Moved: Jon Makler

Seconded: Glenn Koehrsen

Discussion on the motion:

Jon Makler commented on the need to have TPAC engage on these projects, with quarterly touch points with substantial time allowed for discussion at meetings. These should include the connections with RTP. Chairman Kloster agreed to have Metro staff bring back UPWP check-in sessions on TPAC agendas, which could start in September where UPWP narratives are starting to be drafted.

**This was included in the motion.**

**ACTION: Motion passed unanimously.**

\*At this point in the meeting, Eliot Rose was called to provide information on the PILOT grants awarded:

Mr. Rose announced that grants for a total of \$150,000 have been awarded to four projects. These pilot projects will test ways to provide more equitable access to new transportation technologies – from ride-hailing to car-, bike- and scooter-sharing - around greater Portland.

**APANO: \$30,000**

Tenants of a new affordable apartment building in Portland’s Jade District will have free access to Car2go. The nonprofits APANO and ROSE Community Development Corporation teamed up with the car-sharing company to offer free car-sharing trips, along with technology and multi-lingual education to help people access the service, in a location at the edge of Car2go’s current service area. This project will explore how subsidized car-sharing trips, culturally-responsive education, and travel assistance can help to provide better travel options for affordable housing residents.

**Latino Network: \$55,000**

Latino Network is partnering with Uber to help Latino parents be more involved in their children's education. They'll offer ride-hailing credits and culturally-tailored trip planning to and from schools and other destinations throughout the region. This project will explore whether trip-planning assistance and free-ride hailing improves travel options for Latino families and helps them participate more in community activities.

**Portland Transport: \$30,000**

Transit riders who live in East Portland will start seeing screens showing real-time transit arrivals at community centers, businesses, and other housing near lines with new or increased transit service. This project will explore whether real-time information on transit arrivals improves the experience of riding transit for underserved communities.

**Ride Connection: \$35,000**

Ride Connection and its partners are working to develop a trip-planning tool that would provide information on buses and trains as well as the many on-demand services that people with disabilities, transit-dependent people and older adults rely on. This project will explore whether providing better information makes it easier for riders who use these services to understand, book, and access their options.

Comments from the committee:

- Chris Deffebach asked when the results would be known and availability to keep technology moving forward with the results. Mr. Rose commented on this being a 2-year grant cycle with monitoring of tech programs that can be developed further.
- Jeff Owen asked if technology paired with other transit options was planned, beyond these examples with the grants. Mr. Rose acknowledged the program is working with grantees to design and develop, which could be used as examples for other organizations and agencies to package with technology advancements. Coordination with programs such as TripPlanner and other programs that TriMet uses can be coordinated into advancing these programs also. Mr. Rose noted that the City of Portland has a similar program with a quicker timeline with results planned for release in January 2020. More on the grant results and future plans will be provided to TPAC in upcoming meetings.

**8. Enhanced Transit Concept (ETC) Update**

Jamie Snook, Metro and Kelly Betteridge, TriMet provided an update on the Regional Enhanced Transit Concept (ETC) Pilot Program. This program received \$5 million from JPACT to make local improvements with regional impacts. Work on the program began just last year and is expected to continue and wrap up in June 2020.

Ms. Snook reminded the committee that the Enhanced Transit Concept (ETC) Pilot Program provides transit capital and operating partnerships to increase capacity and reliability where needed, and develops improvements that are relatively low-cost to construct and able to deploy more quickly.

Fourteen workshops were held to identify projects for the program. In the design to Issue for Construction (IFC) project status, several projects status are planned for construction and implementation this year. Other projects are listed in Design to 15% project status category for future construction. Central City in Motion projects are coordinated with the ETC project designs with the City of Portland.



Kelly Betteridge reported on the “big three” projects that started these projects to a fast start. The focus was on bridges and crossings that improve speed and transit reliability, including 13 TriMet bus lines in the system. This month the BAT line on Madison begins with five lines using the approach to the Hawthorne Bridge. The Burnside project will cross the bridge and be built in two phases. Phase one will improve bus travel time by 40-50%. The NW Everett project utilizes the lane approaching the Steel Bridge, with 40-50% travel time savings for buses.

Other ETC projects discussed included the Red Paint Deployment to implement priorities for bus lanes that introduce designs to address conflicts at intersections. The Hillsboro Transit Center will be reconfigured for better access and faster travel time on bus routes. The OR-99E/McLoughlin Boulevard project provides short term improvements at several intersections, and 2040 traffic analysis and modeling. TV Highway has several short term improvements planned with upcoming larger look at the TV Highway corridor to identify additional ETC improvements.

Ms. Snook provided next steps in project. As more identified projects are identified, these will be placed and developed in the pipeline as more funds are available. These projects reminds us that local improvements can have regional impacts, and small changes in bus priority have major impacts.

Comments from the committee:

- Maria Hernandez- Segoviano asked what the timeline for projects and relation to costs to reach 2020 was planned. Ms. Snook reported that scoping on projects to determine costs is still underway. The pilot program was to fund only the design work, with local jurisdictions and agencies asked to fund construction and implementation costs. It was asked how funds from HB2017 related to the costs of scoping, if any, and how this funding was being utilized beyond the central area in the system. Ms. Betteridge reported that \$5 million for design work has been invested, but the goal is to leverage funds to speed up transit through available sources to best maximize transit benefits. The big three projects listed in the presentation were paid by through HB2017 funds. Further details on the principals for funding allocations with this source and others will be presented with more on the projects.
- Eric Hesse supported the efforts with these projects. They were a great accomplishment in a short time frame. Mr. Hesse reported on developments with the City of Portland grant award from the Bloomberg American Transportation Challenge, matched with one of their resource partners that will enable leverage of funds and greater benefits for our region. Part of this could include establishing a priority network not just in Portland, but around the entire region.
- Chris Deffebach asked if before and after results were planned for reporting on projects. Part of the project funds were thought useful providing the inter-related affects from transit lines and ridership counts as these projects were implemented. It was asked for more reports on T2020 investment plans, and the HB2017 funds as part of results. Ms. Betteridge added that part of the funding for scoping projects includes blue tooth data where lessons learned will be gained. This can help show what’s useful from the project and applicable in the future.
- Jessica Berry commented on the number of transit riders that result in better access, reliability and speed as useful messages for the public. It was suggested that the ETC designs be included in the guidelines being updated with Designing Livable Streets and Trails. Ms. Snook acknowledged she is working with Lake McTighe to have the ETC designs incorporated into these guidelines, and jurisdictions will find them useful in their design development and updates. Mr. Hesse agreed that this message was important for public information on the data and benefits from the project funds.



- Katherine Kelly commented on the development planning with corridors and expected growth demand for transit in corridors, where data from these concepts could be referenced as part of the toolbox. Regarding next steps in corridor planning, how can we engage with TriMet and Metro as we move forward on local projects to benefit from ETC.? Ms. Snook and Ms. Betteridge offered to help for resource contacts.
- Eric Hesse commented on Portland’s Growing Transit Communities Plan that addresses the same issues of planning with ETC in corridors. Per PBOT website: *This planning process itself intends to serve as a process model that can be replicated in other corridors –even corridors in other cities– so that they too are better able to identify and prioritize improvements that would make getting to and using the bus, a safer and more convenient option.* It was suggested to have an update on this plan and the ETC, with April Bertelsen from Portland, and Ms. Snook and Ms. Betteridge.
- Maria Hernandez- Segoviano that if goals are to increase ridership, not enough tools currently are succeeding. Making transit ready for ridership is needed, with more conversations at the decision makers’ level, at Metro and agencies, but in communities as well.

## 9. RTC – 2019 Regional Transportation Plan Update

Lynda David provided an overview of the 2019 Regional Transportation Plan for Clark County. The Southwest Washington Regional Transportation Council adopted this RTP in March 2019. As with Metro’s RTP, this plan provides long-range regional transportation planning, meeting federal requirements, and programs with multi-modal, personal and freight transportation. Clark County is part of our 2.5 million population bi-state region.

Key regional transportation policy themes in the plan are safety and security, accessibility and mobility, finance, economy, management and operations, environment, vision and values, and preservation. Land use development that impacts the RTP include a growing downtown Vancouver area and waterfront, mixed use development in The Heights area, a growing tech center in east Vancouver with access to the airport, the growth of smaller cities in the County, and development along I-5 north known as The Discovery Corridor.

Ms. David reviewed RTP demographic data and travel forecast model output. Expected growth by 2040 shows an anticipated population of over 600,000 in Clark County, a 32.9% increase over the 2015 base year. Employment is expected to increase in this same time period by 67.7%. The RTP notes a growing aging population in the region with 13.8% over 65 years old in 2014 forecast to grow to 22.2% by 2040. Of interest in the Bi-State region, Columbia River crossings have been increasing over both the I-5 and I-205 bridges to just over 300,000 thousand crossings each weekday. By 2040, the travel forecast projects 89.9% of trips originating in Clark County will remain in the County with 10.2% crossing the Columbia compared with 87.5% and 12.5% in 2015.

Highlights in the RTP 2040 Regional System Improvements plan include:

- Projects from WSDOT (including Connecting Washington funded projects), C-TRAN, local jurisdictions’ Transportation Improvement Programs and Capital Facilities Plans
- Fiscal constraint
- \$1.8 billion in regional projects identified (excluding cost of an I-5 bridge replacement)
- WSDOT practical solutions concept, with practical planning and less expensive solutions
- System management in interstate corridors
- Bus Rapid Transit corridors: new corridors on Mill Plain and Hwy 99
- Projects in smaller cities to support development

Ms. David provided a list of studies and plans in the implementation phase of the RTP. Annual updates are being made to the Transportation Improvement Program and Congestion Management Process. Later this year the Active Transportation Plan will be developed. In 2020, the Safety Assessment and High Capacity Transit Plan updates occur, followed by the Freight Transportation Plan update in 2021. The RTP website was provided for further information: <http://www.rtc.wa.gov/programs/rtp/>

Comments from the committee:

- Jon Makler commended RTC and partners in Washington State for moving ahead on projects emerging from data collection and planning, as an example the bus on shoulder project. It was suggested there should be conversations regarding the I-5 trunnion replacement project to be carried out in 2020 with bi-state coordination and travel demand management to manage Columbia crossings. Ms. David confirmed discussions are happening now between C-TRAN, ODOT and WSDOT to find solutions to reduce river crossing demand. Mr. Makler mentioned the Glenn Jackson Bridge project in the 2021-24 STIP that will replace the bridge deck. This project, the I-5 Interstate Bridge trunnion project and other bi-state projects that impact future transportation needs would be of interest to TPAC as we look at travel management strategies and best practices for better coordination.
- Karen Buehrig asked if the difference in growth rate compared to Oregon's. Ms. David stated they were similar. The Clark County Growth Management Plan is optimistic on the jobs market in Clark County but the County and CREDC are addressing land availability for jobs in an attempt to keep workers in the County. Ms. Buehrig asked if Oregon's obligation issues were similar in Washington. Ms. David responded that RTC has been working over the last few years to ensure transportation funds are obligated so money is not lost to other regions or states. This year there are two projects that could potentially cause problems for funding obligation. RTC requires before and after studies to analyze the impact of projects funded by federal funds in the region.
- Eric Hesse commented on the future I-5 and I-205 projects that would affect travel plans. In the short-term, better communications and advance planning would help to ensure trips are not taken during projects. There are also opportunities to develop long-term plans to avoid significant travel disruptions. This will be added to the TPAC parking lot for future agenda discussion.
- Laurie Lebowsky commented on the excellent work RTC provides to program funds for projects. Ms. Lebowsky reported on the Washington State legislature recently allocating \$35 million to the I-5 replacement project.
- Jeff Owen commended Ms. David on the presentation. He supported having discussions on bi-state opportunities to manage travel demand during projects and to ensure costs were factored into plans.

#### **10. Annual Transit Budget Process and Capital Improvement Program**

Nicole Hendrix and Eric Loomis with SMART provided an overview of SMART proposed annual budget process which prioritizes and determines the transit capital investments for the near term as well as service and operations. FY 2019 accomplishments included HB2017 project planning, pilot shuttle service across the Willamette River, further partnerships with Canby and Ride Connection, and installation of electric bus chargers. It was noted two new electric buses will join the fleet soon.

A brief overview of the proposed FY2020 budget and proposed programs of projects was provided.

#### **5307 Urbanized Area Formula: \$1,585,076**

Capital Projects –Bus stop enhancements, admin parking

Preventative Maintenance –Maintain quality of existing fleet, service worker

Technology –Real-time arrival displays, mobile app, APC units  
Vehicle –One electric bus

**Surface Transportation Block Grant to 5307: \$201,760**

SMART Options Program –Staffing costs for Transportation Demand Management (TDM) program for Wilsonville employers, residents and visitors.

**Surface Transportation Program Transfer Funds: \$40,000**

Marketing –Cinema advertisement for transit connections to Portland

**5310 Urban Formula: \$68,090**

RideWise Travel Training –A partnership with Ride Connection to host a travel trainer at SMART to provide free assistance on navigating fixed route transit.

Senior Trips –Provide seniors within the community trips to desired destinations through third-party.

**5339 (a) Bus and Bus Facilities: \$174,544**

Bus and Bus Facilities –Purchase one CNG cutaway and scheduling software.

**5339 (b) ODOT: \$662,000**

Bus and Support Vehicle Replacements –To replace four vehicles that have reached end of useful life: Two cutaways, one supervisor van and one rubber-tired trolley.

CNG system update –Expand the current CNG fueling station.

Jeff Owen provided an overview of TriMet FY20 budget process and capital improvement program. The proposed budget totaled \$1.44 billion.

- Operating Requirements: \$ 684.2 million
- Capital Improvement Program: \$ 271.7 million
- Pass Through, Fund Exchanges and Special Payments: \$ 22.9 million
- Fund Balances and Contingency: \$ 464.1 million

Mr. Owen provided a handout that gave information on proposed program budgets during the public hearing comment period. Details of the proposed program of projects was briefly described.

**Section 5307 Urbanized Area Formula Program** – Combined total of \$41,865,249 federal shown as follows:

a. Project name: Bus & Rail Preventive Maintenance - \$41,515,249 (capital expense)

Description: Labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's service district of Clackamas, Multnomah and Washington Counties.

b. Project name: 162nd Ave Pedestrian Access Improvements - \$350,000 (capital expense)

Description: Design and construction costs to improve pedestrian access near bus stops along 162nd Avenue that includes curb extensions, medians, signage and/or striping.

**Section 5337 State of Good Repair Grant Program (High Intensity Motorbus and High Intensity Fixed Guideway)** – \$27,116,729 federal

Project name: Bus & Rail Preventive Maintenance (capital expense)

Description: Labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's service district of Clackamas, Multnomah and Washington Counties.

**Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program – \$1,272,900 federal**

Project name: Elderly and persons with disability services (capital expense)

Description: To fund mobility management activities, purchase of services, operating, and preventative maintenance on vehicles for services focused on the elderly and persons with disabilities within the Portland Urbanized Area.

Sub recipient: Ride Connection

**Section 5339(a) Grants for Buses & Bus Facilities Formula Program – \$4,902,815 federal**

Project name: Bus purchases (capital expense)

Description: Purchase fixed route buses.

**Surface Transportation Block Grant (STBG) Program – Combined total of \$18,478,792 federal shown as follows:**

a. Project name: Regional Rail Debt Service – \$10,390,000 federal (capital expense)

Description: Portion of principal and interest payments on GARVEE bonds issued to partially finance the Portland-Milwaukie Light Rail Project, the Portland-Lake Oswego Transit Project, the Southwest Corridor Project, Division Transit Project, certain ODOT projects (highway/arterials), the Powell Garage, and costs of acquiring transit buses.

b. Project name: Regional Transportation Options Program – \$400,000 federal (capital expense)

Description: Promotes transportation services via outreach and marketing, and educates employers about the range of commute options available to their employees.

c. Project name: Bus & Rail Preventive Maintenance – \$7,688,792 federal (capital expense)

Description: Labor and materials/services used for on-going maintenance of Bus and Rail fleets in TriMet's service district of Clackamas, Multnomah and Washington Counties.

**Congestion Mitigation & Air Quality (CMAQ) Program – \$11,000,000 federal**

Project name: Regional Rail Debt Service (capital expense)

Description: Portion of principal and interest payments on GARVEE bonds issued to partially finance the Portland-Milwaukie Light Rail Project, the Portland-Lake Oswego Transit Project, the Southwest Corridor Project, Division Transit Project, certain ODOT projects (highway/arterials), the Powell Garage, and costs of acquiring transit buses.

**Comments from the committee:**

- Glenn Koehrsen commented on the lack of car parking space with the Orange Line. Mr. Owen reported that TriMet is aware that some of the Orange Line parking lots often fill up completely, and that the potential for any additional car parking could be considered, but would be determined with cost considerations. Mr. Koehrsen asked when the trip planner agenda item would be presented at TPAC. Chair Kloster confirmed this is being scheduled.
- Maria Hernandez- Segoviano commented on increasing fares would be applied to programs in the budget. It was noted that pilot programs and projected funds to programs would not necessarily increase ridership, which this past year TriMet has seen a revenue decline. Was the fare increase planned to subsidize or make up lost revenue? Mr. Owen reported that the FY20 budget had no fare increase planned, but TriMet may have interest in exploring fare increases in the years ahead, as mentioned on page "Overview-4" of the FY20 proposed budget.

Ms. Hendrix added that with HB2017 the public comment provided the opportunity so survey services and willingness to have fares increased to help pay for this. The survey showed people are willing to pay more for service, but they should be considered with suggested barriers to further connections for the service wanted. It was encouraged of both TriMet and SMART to look for ways to reduce barriers with service in further budget considerations.

#### **11. Dr. Alison Allen-Hall and DEI TPAC Training Workshops**

Chairman Kloster introduced Dr. Hall to committee members. Last November TPAC expressed interest in holding workshops to discuss equity strategies through Metro and as an advisory committee. Dr. Hall has met with the community member representatives on TPAC to begin this process. June equity workshops with all TPAC members are planned. Marie Miller will send a doodle poll out for availability for ½ day workshops as next steps.

Dr. Hall introduced herself as a facilitator to entities and organizations around developing equity strategies, with a presentation Equity as Action. Briefly describing assumptions and context as the framework to plan the work sessions, the first workshop would begin as starting to look at the personal place of our self-awareness, understanding our equity complicity, and how we can work together in co-creating committee equity practices. The second workshop moves toward looking at our work with equity alignment to strategy, application of equity in our committee work.

Comments from the committee:

- Karen Buehrig noted in session two Metro's strategic equity plan as pre-work. It was suggested that the Planning & Development strategic equity plan, adopted Dec. 2018, also be included in this discussion as part of putting TPAC equity plans together. Both the agency and departments' equity plans will be provided to TPAC prior to the work sessions. Ms. Buehrig encouraged social equity and racial equity be more defined for discussions, possibly as part of the pre-work planning.
- Eric Hesse reaffirmed the importance of our study with the department strategy plan, as this provides focus on how we operate with committee work, provide policy and make decisions.
- Jeff Owen asked if these work sessions were currently on the calendar. Since they were not, Chairman urged the committee to respond to the poll quickly to set dates. They will be from 9 a.m.-1 p.m., with breaks and lunch included.
- Jon Makler asked for consideration of including storytelling of ourselves at the first session, which could provide the opportunity to share individual personal perspectives and experiences as a basis for the session. Noting that our committee as an advisor to policy makers of elected officials often is not representative of diverse populations and backgrounds. To get through a process to talk in equity terms with real meaning of the committee work, it would be helpful to get comfortable with equity in terms of transportation strategies. Dr. Hall agreed, noting the importance of narratives in understanding our complicity as part of this process. Flexibility in work session agendas is possible.
- Katherine Kelly suggested that a second bullet in Session one with understanding our complexity would be for the narratives sharing. It was noted that many jurisdictions are developing equity plans and strategies now. These include personal, professional and agency levels of equity planning. It was suggested that time to share what each of the jurisdictions were planning outside Metro be included in the sessions.
- Gareth Prior suggested adding another two P's to the list of re-norming; participation and power decision making. Noting that agencies are often limited by structure of laws in operation, it will

be interesting to explore how we can apply different equity methods and practices, moving beyond what is established and believed to be permanent.

- Eric Hesse added that with either the pre-work to sessions or during sessions helping identify barriers in our agencies and jurisdictions to equity would help break barriers for the committee, while keeping the balance to required legal and governmental systems. It appeared that more work would go beyond the two session, but it helps to establish the foundations with this starting point.

At this point, Chairman Kloster left the meeting, and Vice Chair Leybold proceeded to chair.

- Maria Hernandez-Segoviano agreed that we will find more to be done. And while support for the component of sharing narratives and perspective is of value, this preparation to share should be done ahead of sessions, with more time discussing how to put these into practice. It is important to define where the policy changes will reside in strategies that come from these sessions. Higher priority in equity development should be placed on the committee agenda.
- Laurie Lebowsky agreed this should earn more of a priority on the agenda. And while intentions are good, it is hoped that something with significance in practice is developed.

## 12. Adjourn

Following the reminder of the doodle poll being sent to members for the Equity work sessions, there being no further business, meeting was adjourned by Vice Chair Leybold at 12:20 p.m.

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, May 3, 2019

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	05/03/2019	05/03/2019 TPAC Agenda	050319T-01
2	TPAC Work Program	4/24/2019	TPAC Work Program, as of 4/24/2019	050319T-02
3	Memo	4/24/2019	TO: TPAC and Interested Parties From: Ken Lobeck, Funding Programs Lead RE: March/April 2019 MTIP Monthly Submitted Amendments	050319T-03
4	Memo	4/24/2019	TO: TPAC and Interested Parties From: Kim Ellis, Metro and Lidwien Rahman, ODOT RE: Regional Mobility Policy Update	050319T-04
5	Handout	N/A	Oregon Smart Mobility Network	050319T-05
6	Flyer	April 2019	2022-2024 Regional flexible fund allocation workshop	050319T-06
7	Minutes	04/05/2019	Draft Minutes from TPAC April 5, 2019 Meeting	050319T-07
8	Resolution 19-4993	05/03/2019	Resolution 19-4993 for the purpose of adding or amending existing projects to the 2018-21 Metropolitan Transportation Improvement Program involving six projects impacting ODOT, Portland, and Tigard	050319T-08
9	Exhibit A to Resolution 19-4993	05/03/2019	Exhibit A to Resolution 19-4993, 2018-21 MTIP	050319T-09
10	Staff Report	04/24/2019	Staff Report to Resolution 19-4993, 2018-21 MTIP	050319T-10
11	Attachment 1	04/24/2019	Attachment 1 to Resolution 19-4993, 2018-21 MTIP	050319T-11
12	Attachment 2	04/24/2019	Attachment 2 to Resolution 19-4993, 2018-21 MTIP	050319T-12
13	Memo	02/26/2019	TO: TPAC and Interested Parties From: Caleb Winter, Senior Transportation Planner RE: TransPort Bylaws Update	050319T-13
14	Document Draft	N/A	TransPort Subcommittee Bylaws	050319T-14
15	Memo	04/26/2019	TO: TPAC and Interested Parties From: John Mermin, Senior Regional Planner RE: ODOT Edits to 2019-20 UPWP narratives	050319T-15
16	Document Draft	04/12/2019	Draft: 2019-2020 Unified Planning Work Program	050319T-16



Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
17	Handout	N/A	Regional Transportation Plan for Clark County, 2019 Update	050319T-17
18	Memo	05/03/2019	TO: TPAC and Interested Parties From: Grace Cho, Metro/Nicole Hendrix, SMART/Jeff Owen, TriMet RE: 2021-2024 MTIP Coordination – Annual Transit Budget Processes	050319T-18
19	Handout	N/A	Public Notice: SMART Programs for Federal Transit Administration Funding Proposed for FY 2020 (July 1, 2019 to June 30, 2020)	050319T-19
20	Memo	05/03/2019	TO: TPAC and Interested Parties From: Chris Johnson, Metro Research Center Modeling and Forecasting Division Manager RE: Updates to Research Center’s Land Use Forecasting Toolkit	050319T-20
21	Handout	N/A	Public Notice: Provide Comments or Request a Public Hearing on TriMet’s plan for Federal Transit Administration funding for Fiscal Year 2020	050319T-21
22	Presentation	May 3, 2019	May 2019 Formal MTIP Amendment & Approval Request of Resolution 19-4993	050319T-22
23	Presentation	May 3, 2019	Regional ETC Pilot Program Update	050319T-23
24	Presentation	May 3, 2019	2019 Regional Transportation Plan for Clark County	050319T-24
25	Presentation	May 3, 2019	Metropolitan Transportation Improvement Program Coordination, SMART	050319T-25
26	Presentation	May 3, 2019	TPAC Update: Annual Budget Process and Capital Improvement Program, TriMet	050319T-26
27	Presentation	May 3, 2019	Equity as Action	050319T-27