



Meeting minutes

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

Date/time: Friday, December 6, 2019 | 9:30 a.m. to 12 p.m.

Place: Metro Regional Center, Council chamber

Members Attending

Tom Kloster, Chair
Karen Buehrig
Jessica Berry
Chris Deffebach
Lynda David
Eric Hesse
Dayna Webb
Katherine Kelly
Don Odermott
Jeff Owen
Laurie Lebowsky
Tyler Bullen
Glenn Koehrsen
Jessica Stetson
Maria Hernandez-Segoviano
Beverly Drottar

Affiliate

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

Alternates Attending

Jaimie Huff
Glen Bolen
Karen Williams

Affiliate

City of Happy Valley and Cities of Clackamas County
Oregon Department of Transportation
Oregon Department of Environmental Quality

Members Excused

Mandy Putney
Cory Ann Wind
Tom Bouillion
Emily Lai
Rachael Tupica
Jennifer Campos
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Cullen Stephenson

Affiliate

Oregon Department of Transportation
Oregon Department of Environmental Quality
Port of Portland
Community Representative
Federal Highway Administration
City of Vancouver, Washington
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Julia Hajduk
Scott Turnoy
Kari Schlosshauer

Affiliate

City of Sherwood
Oregon Department of Transportation
Safe Routes to Schools National Partnership

Jean Senechal Biggs
John Sothegin
Mitt Pettit
Tammy Stemper
Kelly Rong

City of Beaverton
City of Gladstone
StreetLight Data
City of Gladstone
City of Milwaukie

Metro Staff Attending

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|---|---|
| Margi Bradway, Dep. Director, P&D Metro | Ken Lobeck, Funding Programs Lead |
| Dan Kaempff, Principal Transportation Planner | Eliot Rose, Senior Tech & Transportation Planner |
| Tim Collins, Senior Transportation Planner | Ted Leybold, Planning & Development Resource Mgr. |
| Caleb Winter, Senior Transportation Planner | John Mermin, Senior Transportation Planner |
| Grace Cho, Senior Transportation Planner | Lake McTighe, Senior Transportation Planner |
| Cindy Peterson, Research Manager | Pamela Blackhorse, Program Assistant III |
| 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 declared of members present. Introductions were made.

2. Comments From the Chair and Committee Members

- **Monthly MTIP Amendments Update** (Ken Lobeck)
Chairman Kloster noted the memo in the packet from Ken Lobeck with the November 2019 MTIP monthly submitted amendments report. For any questions on project changes or process with the amendment updates the committee can contact Mr. Lobeck.
- **Replica Transportation Data Tool** (Eliot Rose)
Eliot Rose announced an upcoming TPAC/MTAC workshop on Dec. 18, 2019 where a demo of a travel data tool being tested with regional partners will be shown. This data tool called Replica provides a comprehensive, multi-modal data that will be web-based and tested during the next year. For transportation planners to see this visually it was encouraged to attend the workshop. For more information on the data tool contact Mr. Rose.
- **TPAC Community Member Recommendations to Metro Council** (Chairman Kloster)
Chairman Kloster announced the appointments to TPAC for 2020-21 community members that were being presented by President Peterson to Metro Council. Recommended for regular TPAC community members are Idris Ibrahim, Gladys Alvarado and Donovan Smith. Recommended for alternate community members are Taren Evans, Yousif Ibrahim and Wilson Munoz. The outreach efforts with recruitment this year were exceptional and appreciation to those that provided efforts was given. The new members will begin their terms in January.
- **TPAC Recognition to Outgoing Community Members** (Chairman Kloster)
Appreciation to service for outgoing community members was given to Maria Hernandez-Segoviano, Beverly Drottter and Emily Lai. Each were given a certificate of appreciation. Ms. Drottter thanked the committee for sharing their expertise and knowledge in her term. Ms. Hernandez-Segoviano also thanked the committee for shared knowledge. It was noted that technical and other expertise from many fields of knowledge can benefit the region with this committee, and each member's efforts can use support and acknowledgement. Chairman

Kloster added thanks for help providing advice and expertise with expanding diversity and strategy for the committee.

- Glenn Koehrsen asked where information on addressing congestion caused by accidents being investigated on region roads be found. Chairman Kloster noted that ODOT had data which could be listed as an agenda item in the future. Ted Leybold added that TransPort, a subcommittee of TPAC, had an extensive program with their TSMO program and strategy that addressed this issue. It was suggested to contact Caleb Winter, the TSMO project manager.
- Eric Hesse thanked the outgoing community members for adding their perspectives and efforts to the committee. It was noted the roads are slippery and icy, with a warning to slow down and take precaution when traveling.

3. Public Communications on Agenda Items

- Julia Hajduk, City of Sherwood, advocated on behalf of the Blake Street Design project, part of the Regional Flexible Funds Allocation (RFFA) considerations. This project listed under Freight and Economic Development projects was felt to be ranked too low in priority compared to others by criteria. Funding regarding equity criteria across the region was pointed out, and encouraged for further discussion.

4. Consideration of TPAC Minutes from November 1, 2019

Corrections noted:

- Katherine Kelly noted on page 10 of the Nov. 1 minutes, under agenda #8, that she reiterated that the Division Street project had been identified has a regional priority.
- Karen Williams noted on page 5 of the Nov. 1 minutes, under agenda #6, that BMT should read “VMT measurements”, and that “the plan” should be reported as “the stakeholder interview report”. When referencing the California report, uses of VMT measure mobility outcomes and climate change.
- On page 4, agenda #4, and the correct project key number to Fanno Creek Trail –Woodward Pk to Bonita Rd/85th Ave-Tualatin Bridge is 19327.

MOTION: To approve the minutes from November 1 2019, with corrections made.

Moved: Laurie Lebowsky

Seconded: Eric Hesse

ACTION: Motion passed unanimously.

5. Unified Planning Work Program (UPWP) Amendment 19-5047 (John Mermin, Metro)

Chairman Kloster provided an overview of the UPWP amendments. Additional funding for the projects in the MTIP required additional amendments in the UPWP. By request of Metro Council, the Boone Bridge project previously bundled with two other projects in resolution 19-5047 was asked to be separated out for discussion at JPACT, as opposed to consent item approval.

Comments from the committee:

- Chris Deffebach noted that JPACT always has the ability to remove project agenda items off consent for further discussion. Why is that action needed? Chairman Kloster noted that this motion would allow JPACT to take separate action if they chose to do so from their decision to discuss the project further.

- Don Odermott asked if TPAC had no conflicts with the projects together for approval, having a more procedural process in place that could be related directly to Metro Council would be suggested.

MOTION: Recommend approval of the UPWP amendments contained in Resolution 19-5047, and that the Boone Bridge project be carried to JPACT and Council in a separate resolution to allow for separate action.

Moved: Karen Williams

Seconded: Laurie Lebowsky

ACTION: Motion passed with two abstentions: Glenn Koehrsen and Maria Hernandez-Segoviano

6. Unified Planning Work Program (UPWP) Amendment 19-5052 (John Mermin, Metro)

The Resolution, Exhibit A and staff report on this item was noted in the packet. With no further discussion,

MOTION: Recommend approval of Resolution 19-5052 to amend the FY 2019-20 UPWP to add funding for the Corridor Bottleneck Operations Study 2 (CBOS 2) project.

Moved: Glenn Koehrsen

Seconded: Don Odermott

ACTION: Motion passed with one abstention: Jessica Berry.

7. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 19-5050 (Ken Lobeck)

Ken Lobeck provided an overview of modified changes in Resolution 19-5050. Due to JPACT request to have the Boone Bridge project (Key 21541) removed from the Resolution and be assigned a separate Resolution for approval in the MTIP, Formal Amendment 19-5050 now consists of 2 projects.

With this approval modification requested by JPACT:

- Remove Key 21541 (I-5 Boone Bridge Widening & Seismic Retrofit Study) from Resolution 19-5050
- Approval recommendation for Resolution 19-5050 will consist of 2 projects:
 - o Key 18839, ODOT - OR8: SW 192nd Ave (Aloha)-SW 165th Ave (Beaverton) (scope change)
 - o Key 20508, ODOT - I-205: Abernethy Bridge – SE 82nd Ave (limits change)
- Assign Key 21541 to Resolution 19-5059 and proceed separately with TPAC approval as a standalone amendment to JPACT and Metro Council

Modifying this Resolution 19-5050 approves the two projects which is part A, and creates a new Resolution to approve at the same time, Resolution 19-5059 (I-5 Boone Bridge Widening & Seismic Retrofit Study) as a stand-alone amendment to JPACT and Metro Council, which is part B.

Approval by staff is requested for parts A & B with one motion:

TPAC Approval Recommendation 7A:

- Approve Resolution 19-5050 consisting of 2 projects:
 - Key 18839, ODOT - OR8: SW 192nd Ave (Aloha)-SW 165th Ave (Beaverton) (scope change)
 - Key 20508, ODOT - I-205: Abernethy Bridge – SE 82nd Ave (limits change)
- Direct staff to correct typos, etc. in support materials
- And, direct staff to:
 - Remove I-5 Boone Bridge Widening & Seismic Retrofit Study from Resolution 1950
 - Submit an updated draft Resolution 19-5050 to JPACT & Council
 - Update the Public Notification Table & re-post for 30 –day comment period
 - Update Exhibit A to Resolution 19-5050, and update the Staff Report to JPACT and Council

TPAC Approval Recommendation 7B:

- Approve Resolution 19-5059 consisting of Key 21541, ODOT's I-5 Boone Bridge Widening & Seismic Retrofit Study project
- Direct staff to correct typos, etc. in support materials
- And, direct staff to:
 - Finalize the draft I-5 Boone Bridge Widening & Seismic Retrofit Study Resolution 19-5059 (pulled from 19-5050)
 - Develop and post on Metro's website Key 21541 public notification table and complete the required 30 day public comment period
 - Develop Exhibit A to Resolution 19-5059
 - Develop an appropriate Staff Report for JPACT and Council
 - Address any JPACT and Metro Council's questions or concerns
 - Submit to JPACT and Metro Council for final review and approval

Comments from the committee:

- Karen Buehrig asked for clarification on UPWP and MTIP amendments with the projects. Mr. Lobeck and Chairman Kloster noted that the UPWP Resolution 19-5047 contained two projects that would be included in the UPWP (Clackamas Corridor Management, which is a planning project programmed, but not yet ready for funding in the MTIP), and (Emerging Technology, which is locally funded and could be added later in the MTIP). The Boone Bridge project being separated as a stand-alone Resolution is a planned project in the UPWP with Federal funding attached and obligated to be in the MTIP.
- Chris Deffebach asked where Resolution 19-5059 was located in the packet. Mr. Lobeck reported the materials for the Resolution need to be developed and will be presented to JPACT and Metro Council based on information presented.
- Glen Bolen asked what concerns were raised on the Boone Bridge project to require an additional Resolution. Chairman Kloster noted this was a request from JPACT on the framing of the project description. The new Resolution is a required Formal/Full amendment to the MTIP as this is a federally funded project, regionally significant project to the STIP, with state funding that will potentially be federalized.

MOTION: Approve Resolution 19-5050 consisting of 2 projects:

- **Key 18839, ODOT - OR8: SW 192nd Ave (Aloha)-SW 165th Ave (Beaverton) (scope change)**
- **Key 20508, ODOT - I-205: Abernethy Bridge – SE 82nd Ave (limits change)**
- **Remove I-5 Boone Bridge Widening & Seismic Retrofit Study from Resolution 1950**
- **Submit an updated draft Resolution 19-5050 to JPACT & Council**
- **Update the Public Notification Table & re-post for 30 –day comment period**
- **Update Exhibit A to Resolution 19-5050, and update the Staff Report to JPACT and Council**

And

- **Approve Resolution 19-5059 consisting of Key 21541, ODOT's I-5 Boone Bridge Widening & Seismic Retrofit Study project**
- **Finalize the draft I-5 Boone Bridge Widening & Seismic Retrofit Study Resolution 19-5059 (pulled from 19-5050)**
- **Develop Exhibit A to Resolution 19-5059**
- **Develop an appropriate Staff Report for JPACT and Council**

Moved: Karen Buehrig

Seconded: Laurie Lebowsky

ACTION: Motion passed with one abstention: Glen Bolen.

8. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 19-5051 (Ken Lobeck, Metro)

Mr. Lobeck provided a summary of December 2019 MTIP Formal Amendment Resolution 19-5051, one project Corridor Bottleneck Operations Study 2 (CBOS2). No changes since last presented to TPAC with the Resolution, Exhibit A and Staff Report, and can now be added to the MTIP. It was noted that the public notification period has been extended to January 8, 2020 for all three Resolutions.

MOTION: Recommend approval to JPACT of Resolution 19-5051 for the purpose of adding a new project to the 2018-21 MTIP involving one project, ODOT’s Corridor Bottleneck Operations Study – Two (CBOS II), Amendment Number: DC20-04-DEC1, and direct staff to make all necessary corrections to amendment documents for JPACT and Council.

Moved: Laurie Lebowsky

Seconded: Glenn Koehrsen

ACTION: Motion passed with one abstention: Jessica Berry.

9. Regional Flexible Funds Allocation (RFFA) Resolution 20-** (Dan Kaempff, Metro)**

Dan Kaempff updated the committee on the RFFA project package options since the last TPAC meeting. The coordinating committees provided their priorities on the active transportation and freight categories. JPACT provided their input to affirm Option 2 approach of moving Active Transportation projects into Freight category following Regional Network, as TPAC recommended. The City of Portland reduced the funding request for MLK project by \$1.5 million. Washington County reduced their funding request for the Aloha project by \$1.37 million, and Multnomah County requested project development for Sandy Blvd. and 223rd Ave.

The final funding estimate was an increase of \$1.8 million over preliminary estimate:

| | |
|---------|---------------|
| Step 1: | \$98,897,758 |
| Step 2: | \$45,083,707 |
| Total: | \$143,981,465 |

Recommendations for the 2 options follow a balance of technical merit, risk assessment and coordinating committee priorities. MLK and Aloha funding requests are reduced, and 223rd and Sandy project developments are combined. Either option leaves \$1.2 million unallocated. The choice between Clackamas ITS or Highway 43 to receive funding was undetermined until West Linn chose not to receive just project development funds.

With Option 2 not viable at this point, Option 1 provides 68% of the requested funds for the Clackamas ITS project, funds Clackamas #1 priority in the Freight category, funds lower score project than Option 2, and the allocation is \$1.15 million below Freight target.

Comments from the committee:

- Don Odermott appreciated the efforts of staff to include all inputs and considerations. He reiterated what Julia Hajduk advocated with Sherwood on Washington County’s top Freight and Economic Development priority project of the Blake Street project. Being a new road in an

Industrial area, it does not align with current scoring categories. It should be noted that the County's 2nd and 3rd priorities after Blake Street were recommended for funding, but not the #1 Blake Street project. It was requested that staff include these comments in their staff report to JPACT so that they are informed.

- Glen Bolen commented on the Aloha Safe Access to Transit and MLK Blvd Safety and Access to Transit projects scoring well for safety elements, and the help with local funds from Washington County and City of Portland to complete funding.
- Maria Hernandez- Segoviano asked what is meant by leaving funds not allocated moving forward. Mr. Kaempff noted that projects could be fully funding for what was fully requested or adjusted to funding amounts. Clackamas County did not ask for any reduction to their ITS project. So one option is to allocate the \$1.2 million not allocated yet to the ITS project, making all the funding spent.
- Jessica Berry reiterated that an updated project scope, schedule and budget would be submitted for the Sandy Blvd project, assuming integration of 223rd Avenue project development activities are integrated into the project scope and CMAQ qualified. Both are on Freight routes.
- Karen Buehrig supported Option 1 as presented. Regarding the ITS project, the construction project is scalable and possible for reduction parts over schedules. Regarding the RFFA policy that JPACT directed for 25% Freight projects with the intent to support Freight and Economic Development, it was suggested that more time in the policy discussion round next time to review what were the challenges to reaching the 25% this time. Also deserving further consideration is the method and considerations of how projects were scored between Freight and Active Transportation that led to less investment in the Freight category, and how we might develop more investment ability for Freight next round.
- Dayna Webb thanked staff for consideration with the Hwy. 99E project in the Freight category. Commenting on the reason why the Monroe St. Greenway in Milwaukie project was prioritized by the coordinating committee, it was intended to be leveraged for STIP funds. Review of the application by Milwaukie failed to capture congestion relief aspects of the project. Support from West Linn and Oregon City was given to Option 1.
- Eric Hesse asked for clarification on the \$1.2 million unallocated and how this might work for the Blake Street project. Don Odermott reported that this would cover all of Washington County with Freight category with the rest to Active Transportation if over allocated.

MOTION: Recommend approval of Option 1 to JPACT with the addition of fully funding the Blake Street project.

Moved: Chris Deffebach

Seconded: None

ACTION: none

Further discussion: Additional funding options on how this reduced other Freight project funding. Mr. Kaempff one option would be to pull funding off the Monroe Street project which scored lower in technical scoring. Another option would be to lose the ITS project. Karen Buehrig noted that she couldn't support reducing the Monroe St. project or ITS project.

Margi Bradway noted that a series of motions may be needed to break down the elements between the project funding. Changes to the Freight funding implicate changes in Active Transportation funding.

Discussion was held on the significance of the scoring in regard to possible changes in funding categories. Ms. Bradway noted that staff and jurisdictions worked together to help bring projects up the list. The committee was asked if revisiting funding support to pull a project off the list for Blake Street, which failed.

MOTION: Recommendation to approve Option 1 that includes communication to JPACT on concern regarding lack of funding for #1 priority freight project in Washington County with allocation of funds, and reflects the County's disproportion in the funding split between the categories.

Moved: Don Odermott

Seconded: Bev Drottar

Further discussion:

- Katherine Kelly commented on the portion of the motion regarding the 25% split in funding between categories to policy direction and guidance in decisions, not as a hard fast rule. These discussions have been held at both TPAC and JPACT and may need to continue again in the future. Ms. Kelly does not advocate having that portion included in the motion.
- Jessica Berry appreciated the challenge that Sherwood has with their project funding request. Multnomah County requested two freight projects for funding, but only received one considered currently. Possible reasons for the Sherwood project scoring lower in the evaluation was due to this project not yet built, and driven for future development. Possible development funding could help pay for this project.
- Glen Bolen reminded the committee that Federal Highway funds are a small amount to consider in some of the discussions based on goals and Metro policy direction.
- Eric Hesse appreciated the discussion, and suggested a revisit to the distribution of funds at another time to further develop guidance. Mr. Hesse had a conflict combining messages from the coordinating committees' priorities vs. TPAC recommendations or scoring with technical analysis. Different recommendations in one motion were not clarifying the intent and purpose.
- Karen Buehrig recommended communicating to JPACT the need to look at this policy at a time when the issues raised and concerns with policy direction could be fully discussed following this last round. If considered beneficial to the committee this could be a second motion as to intent as part of the follow-up from the funding decisions. Mr. Kaempff noted that staff has heard of these concerns with these issues during the funding cycle. Following this funding cycle decision, policy discussions will be held starting for the 2021 cycle for a better outlook overview.
- Maria Hernandez- Segoviano commented on the 25%/75% split challenge with funding decisions, and what that meant to geographical region areas and economic development projects. It was suggested to look at the values of what these projects are looking to achieve in a broader lens. The values of safety, equity, climate and congestion should be driven across the region regardless of the split in categories. Mr. Kaempff agreed and noted that the technical scores reflected these values with more points awarded for the priorities set.
- Chris Deffebach agreed with Ms. Buehrig's comments that captured the concerns on how hard it is for competing funds with Freight projects. It was agreed that our priorities values in projects that stop short between ½ mile distances of projects need more discussion and direction for better planning to address economic development. Freight planning for funding across the region needs further development. Coordinating committees that gave priority to freight projects did not get funding.
- Don Odermott appreciated Ms. Buehrig and Deffebach's comments. In the past the funding has operated under the 75/25 split direction. This seems to be the first time as a group TPAC

has agreed that bike/ped improvements and share Freight in the same segments of projects. Washington County has the highest growing population with people of color and relating this to jobs, equity, housing, transportation options and funding projects with opening of economic development lands has proven to be challenging with technical scoring and other issues. It is hoped we learn from this process.

MOTION (as made prior, now amended): Recommendation to approve Option 1 that includes communication to JPACT on concern regarding lack of funding for #1 priority freight project in Washington County with allocation of funds, and reflects the County’s disproportion in the funding split between the categories. The motion includes TPAC need for development of Freight funding coming out of this process.

Moved: Don Odermott

Seconded: Bev Drottar

ACTION: Motion failed.

MOTION: Above motion minus “and reflects the County’s disproportion in the funding split between the categories”.

Moved: Chris Deffebach

Seconded: Bev Drottar

Discussion:

- Jeff Owen commented that he thought we would have a clean motion with earlier motions cancelled before voting.
- Katherine Kelly agreed that a clean motion is needed. Two issues have arisen that should be clearly stated in the motion. One is the clear agreement to Option 1, and the second are the issues the committee has to this process with the funding split. Jurisdictions should not be called out in the motion for regional funding decisions.

ACTION: Motion was cancelled.

MOTION: Recommendation to JPACT on Option 1 RFFA package of projects as presented.

Moved: Katherine Kelly

Seconded: Jeff Owen

ACTION: Motion passed with four abstentions: Tyler Bullen, Lynda David, Jessica Stetson, Karen Williams.

Comments from the committee:

- Ted Leybold noted that in the past, staff has done a retrospective on the process with input from TPAC and others on lessons learned. If TPAC wished to motion this for a requirement as a starting point in next discussions, this could be done.
- Katherine Kelly appreciated the offer. It was noted that these discussions come to TPAC first.
- Eric Hesse supported the more time for thoughtful discussion with the issues raised than was allowed at the meeting.
- Glen Bolen appreciated the work done from a brand new system of RFFA decisions and expressed a desire to be involved in the discussions.
- Jeff Owen agreed on the importance of carrying this forward, and supporting each project to find funding investments for good projects throughout the region.
- Katherine Kelly thanked the regional partners and City of Gresham for efforts to move the Division Street project forward.

MOTION: Recommendation to JPACT that staff prepare retrospective on the RFFA process from this cycle round for development of review and further discussion leading to the next cycle round.

Moved: Eric Hesse

Seconded: Jeff Owen

ACTION: Motion passed with one abstention: Karen Williams.

Project Manager Dan Kaempff thanked everyone for their efforts and input during the entire cycle, acknowledging the difficulty and challenges making these funding decisions.

10. Pilot Phase 2 grant program framework (Eliot Rose, Metro)

Eliot Rose provided an update on the Partnerships and Innovative Learning Opportunities in Transportation (PILOT) program. A brief review of how the PILOT grant program was developed to meet transportation goals and support Metro's broader work on emerging technology, including providing new data and tools, regional policy coordination and state and federal policy advocacy.

The program goals are to test new approaches to improving shared, active, and equitable transportation using emerging tech, collect information, and develop partnerships. With a relatively small amount of funding to start the program, grants were awarded for a 2-year period from July 2019 through June 2021. The 2019 PILOT projects demonstrated a strong interest in equitable access to transportation. Metro is intending to issue another call for projects in 2021, and has been evaluating the first round of the process in order to understand how the program might evolve to better meet its goals.

Participants gave the program an A for equity and engagement with partners, and a C for clarity. Non-profits played a larger role in the program as it progressed from initial outreach through letters of interest to applications, while public agencies' engagement with the program fell off a bit. Private sector engagement was steady throughout, and private companies mostly played a supporting role given that public agencies and non-profits are more in touch with community needs. Similarly, as the program progressed the majority of projects focused on equitable access to technology and better travel information as opposed to testing new modes or connecting people to transit. Local agencies that participate in Metro's emerging tech working group shared their perspectives and plans for emerging technology work in the coming years; many have tech-related projects underway and their main challenges are lack of resources and capacity. Working group members identified funding, partnership building and data sharing as the most useful types of support that Metro could provide.

The successes of reaching goals with the program, and opportunities to improve were shared. Overall, the program met its goals, but could do better at engaging local partners and testing projects in communities across the region. Options for phase 2 include staying the course and continuing the program's focus on equitable access and expanding the program, which could involve trying new approaches to developing projects, increasing the program budget, and making other administrative changes. Mr. Rose invited comments and questions from the committee on the program.

Comments from the committee:

- Tyler Bullen asked if all the projects were happening now, which was confirmed. Were any completed yet, confirmed not yet. What is the deadline in which programs are to be completed? Mr. Rose noted that programs are due to be completed by June 2021. He is working with PSU to evaluate the program and expects a mid-point date when he can share information so that the evaluation can inform plans for the next phase of the program.

- Glenn Koehrsen noted that the availability of emerging transportation services is much different outside inner Portland as opposed to rural regions. Mr. Rose agreed and noted that other options are being considered to address access to our transit system.
- Karen Buehrig appreciated hearing about the program and the importance of testing out results. Ms. Buehrig advocated increasing the budget, and said that could result in governments increasing their participation. She looked forward to a conversations about how funding could be increased for the program, noting that timing of applications sometimes limit jurisdictions ability to participate.
- Jessica Stetson noted that in the City of Milwaukie there were six people on staff focused on micro mobility and not nearly enough resources in which to manage the programs. It was important to have last mile access to transit with equity addressed in areas where needed.
- Katherine Kelly advocated more funding for the program. The efficiencies and best lessons learned were important moving forward. It was suggested that these issues be addressed in future potential grant funding. The City of Gresham is becoming more involved in emerging tech with discussions on right of way access, curbside strategies within urban and suburban areas, with interest in placing some of these approaches in the next grant round. A webpage survey on micro mobility was recently posted on the City of Gresham website. A link to this survey was given to Marie Miller to provide to the committee. More community feedback on emerging tech is now taking place with high school outreach and needs of aging adults, as well as communities of needs.
- Eric Hesse commented on the funds that started the program, while small to begin, have shown great promise with the support of partners. This can be developed and leveraged over time. The group building and partnerships can be just as important as the funding showing successes. Eligible categories in the Regional Transportation Options (RTO) program might match some of the projects with the PILOT program. It was noted that our regional market is bringing populations and users to us, which helps break down barriers, and will help develop next phases as the program expands.
- Tyler Bullen suggested that funds with the program be identified from Metro. With the transportation measure next year in front of voters it would be helpful to share stories and information on these transportation programs.
- Maria Hernandez- Segoviano suggested that evaluations from community members be gathered first before other program results. The services received from the program and the outcomes to individual lives because of the program were important. Concerns with data sharing, privacy and equity were shared. It was suggested that costs compared between various modes of travel with the program be part of the evaluation.

11. Committee Feedback on Creating a Safe Space at TPAC

Chairman Kloster read the comments from the committee on feedback and suggestions for safe space at TPAC meetings.

- As our new members from the community join next month, let's be extra conscious of slowing down discussion, making time for questions, "stepping back" if we've already spoken once or twice.
- From a community member: I appreciated the music coming into the space, thank you! Also, appreciated the ability to share experiences. I look forward to staying connected.

12. Adjourn

There being no further business, meeting was adjourned by Chairman Kloster at 12:05 p.m.

Respectfully submitted,

A handwritten signature in cursive script that reads "Marie Miller".

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, December 6, 2019

| Item | DOCUMENT TYPE | DOCUMENT DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|------|---------------------------------|---------------|---|--------------|
| 1 | Agenda | 12/06/2019 | 12/06/2019 TPAC Agenda | 120619T-01 |
| 2 | TPAC Work Program | 11/26/2019 | TPAC Work Program, as of 11/06/2019 | 120619T-02 |
| 3 | Memo | 11/21/19 | TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: Nov. 2019 MTIP Monthly Submitted Amendments | 120619T-03 |
| 4 | Resolution 19-5057 | 12/12/19 | Resolution 19-5057 for the purpose of confirming the appointments of Idris Ibrahim, Gladys Alvarado, and Donovan Smith as Community Representatives to the TPAC with alternate member appointments of Taren Evans, Yousif Ibrahim and Wilson Munoz. | 120619T-04 |
| 5 | Staff Report | 11/27/19 | Staff Report to Resolution 19-5057 | 120619T-05 |
| 6 | Minutes | 11/01/19 | Draft minutes from TPAC November 1, 2019 meeting | 120619T-06 |
| 7 | Resolution 19-5047 | 1/9/2020 | Resolution 19-5047 for the purpose of amending the FY 2019-20 UPWP to add funding for the Clackamas Corridor Management, Emerging Technology and Boone Bridge Projects | 120619T-07 |
| 8 | Exhibit A to Resolution 19-5047 | 1/9/2020 | Exhibit A to Resolution 19-5047, UPWP Amendment | 120619T-08 |
| 9 | Exhibit B to Resolution 19-4047 | 1/9/2020 | Exhibit B to Resolution 19-5047, UPWP Amendment | 120619T-09 |
| 10 | Exhibit C to Resolution 19-5047 | 1/9/2020 | Exhibit C to Resolution 19-5047, UPWP Amendment | 120619T-10 |
| 11 | Staff Report | Oct. 25, 2019 | Staff Report to Resolution 19-5047, UPWP Amendment | 120619T-11 |
| 12 | Resolution 19-5052 | 1/9/2020 | Resolution 19-5052 for the purpose of amending the FY2019-20 UPWP to add funding for the Corridor Bottleneck Operations Study 2 (CBOS 2) Project | 120619T-12 |
| 13 | Exhibit A to Resolution 19-5052 | 1/9/2020 | Exhibit A to Resolution 19-5052, UPWP Amendment | 120619T-13 |
| 14 | Staff Report | Oct. 25, 2019 | Staff Report to Resolution 19-5052, UPWP Amendment | 120619T-14 |
| 15 | Resolution 19-5050 | N/A | Resolution 19-5050 for the purpose of adding or amending existing projects to the 2018-21MTIP involving three projects impacting ODOT (DC20-05-DEC2) | 120619T-15 |

| Item | DOCUMENT TYPE | DOCUMENT DATE | DOCUMENT DESCRIPTION | DOCUMENT No. |
|------|---------------------------------|---------------|---|--------------|
| 16 | Exhibit A to Resolution 19-5050 | 11/25/2019 | Exhibit A to Resolution 19-5050, MTIP amendment | 120619T-16 |
| 17 | Staff Report | 11/25/2019 | Staff Report to Resolution 19-5050, MTIP amendment | 120619T-17 |
| 18 | Resolution 19-5051 | N/A | Resolution 19-5051 for the purpose of adding a new project to the 2018-21 MTIP involving one project, ODOT's Corridor Bottleneck Operations Study –Two (CBOS II) (DC20-04-DEC1) | 120619T-18 |
| 19 | Exhibit A to Resolution 19-5051 | N/A | Exhibit A to Resolution 19-5051, MTIP amendment | 120619T-19 |
| 20 | Staff Report | 11/26/2019 | Staff Report to Resolution 19-5051, MTIP amendment | 120619T-20 |
| 21 | Memo | 11/27/2019 | TO: TPAC and interested parties From: Dan Kaempff, Principal Transportation Planner RE: 2022-24 Regional Flexible Funds Allocation Package Recommendations | 120619T-21 |
| 22 | Handout | N/A | Exhibit B: 2022-24 Recommended Regional Flexible Fund Grantees Conditions of Approval | 120619T-22 |
| 23 | Presentation | Dec. 6, 2019 | Amendments to the 2019-20 Unified Planning Work Program | 120619T-23 |
| 24 | Presentation | Dec. 6, 2019 | December 2019 MTIP Formal Amendment Summary (Regular Bundle) Resolution 19-5050 | 120619T-24 |
| 25 | Presentation | Dec. 6, 2019 | 2022-24 RFFA: Recommendation to JPACT | 120619T-25 |
| 26 | Presentation | Dec. 6, 2019 | PILOT: Phase 2 program framework | 120619T-26 |