



Meeting minutes

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

Date/time: Friday, February 7, 2020 | 9:30 a.m. to 12 noon

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
Jeff Owen
Laurie Lebowsky
Tom Bouillion
Jennifer Campos
Tyler Bullen
Glenn Koehrsen
Jessica Stetson
Idris Ibrahim
Taren Evans

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
TriMet
Washington State Department of Transportation
Port of Portland
City of Vancouver, WA
Community Representative
Community Representative
Community Representative
Community Representative
Community Representative

Alternates Attending

Garet Prior
Kelly Betteridge
Glen Bolen
Karen Williams

Affiliate

City of Tualatin and Cities of Washington County
TriMet
Oregon Department of Transportation
Oregon Department of Environmental Quality

Members Excused

Don Odermott
Mandy Putney
Cory Ann Wind
Donovan Smith
Gladys Alvarado
Yousif Ibrahim
Wilson Munoz
Rachael Tupica
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Cullen Stephenson

Affiliate

City of Hillsboro and Cities of Washington County
Oregon Department of Transportation
Oregon Department of Environmental Quality
Community Representative
Community Representative
Community Representative
Community Representative
Federal Highway Administration
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Michael Foley
Andrew Campbell
Jean Senechal Biggs
William Farley
Mike Mason

Affiliate

Aging Services
Multnomah County Health Department
City of Beaverton
City of Lake Oswego
WSP

Metro Staff Attending

Ken Lobeck, Funding Programs Lead	Lake McTighe, Senior Transportation Planner
Tim Collins, Senior Transportation Planner	Ted Leybold, Planning & Development Resource Mgr.
Caleb Winter, Senior Transportation Planner	Elizabeth Mros-O'Hara, Investment Areas Project Mgr.
Grace Cho, Senior Transportation Planner	Marne Duke, Senior Public Affairs Specialist
Jake Lovell, Planning & Development, Intern	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 by members, public audience and staff attending.

2. Comments From the Chair and Committee Members

- **Process update on 2020-2021 Unified Planning Work Program** (Chairman Kloster)
Chairman Kloster provided a process update on the UPWP. Once compiled this month, the link to the document will be sent to Federal, State, local partners and TPAC members for online viewing. The document will also be mailed out. The consultation review is scheduled Feb. 19 at Metro. TPAC will review and discuss the draft 2020-21 UPWP at the March 6 meeting, making their recommendation to JPACT at the April TPAC meeting. The Metro and SW Washington Regional Transportation Council combined sections of the UPWP are expected to be adopted by Council in May 2020.
- **Monthly Metropolitan Transportation Improvement Program (MTIP) Amendments Update**
Chairman Kloster noted the memo in the packet from Ken Lobeck, Funding Programs Lead, providing the February 2020 MTIP Monthly Submitted Amendments. For further information or questions on the memo the committee is encouraged to contact Mr. Lobeck directly.
- **Fatal Crashes Update** (Lake McTighe)
Lake McTighe provided an update on regional fatal crashes from the three counties (Washington, Clackamas, and Multnomah) that was suggested at the last TPAC meeting. The data is provided by ODOT and available to local jurisdictions. In January 2020 there were 11 fatal crashes; 5 pedestrian, 1 motorcycle, 5 motor vehicle. In December 2019 there were 8 fatal crashes. The total number in 2019 was 133. The importance of individual people with these crashes beyond statistics was noted.

More discussion on safety issues with fatal crashes will be discussed at the Feb. 19 TPAC/MTAC workshop. The committee was asked for interest in having this information presented with updates from memos, in person, or as needed basis. The format to provide this information will be created from input by TPAC and how useful the data would be for planning transportation safety in the region.

Comments from the committee:

- Jeff Owen commented on support of hearing this information, and appreciated the timely response with this concern to safety, which could be shared with our agencies and jurisdictions.
- Katherine Kelly agreed on the importance of the issue and appreciated the personalization with names listed that went beyond the statistics.
- Jess Stetson commented on the troubling trend of walkers and cyclists being involved in fatal crashes with motorists. It was suggested that Metro provide the public face with the message in these issues that brings safety importance to the forefront.
- Eric Hesse agreed with the importance to support addressing this issue. Personalizing with names is helpful in the messaging. The City of Portland is focused on safety as well and is ready to share information.
- Glenn Koehrsen suggested including information on what caused these fatalities, and finding ways to solve the causes.
- Karen Buehrig commented on how complex safety matters are with personal matters and emotions that affect us all. The local focus and as well as regional considerations is worth discussing.
- Chris Deffebach agreed the data was useful especially when current. It was noted that media coverage of fatal crashes does not always provide equal or fair data across the region. A geographic element where these crashes occur would be helpful to include in the reporting, that could show emerging areas addressing equity with safety needs. Addressing equal responsibilities on roads between drivers, cyclists and walker is important as well.

Ms. McTighe noted that each TPAC member received a printed copy of the Designing Livable Streets and Trails Guide distributed at this meeting. It is available online as well. Coordinating Committees and other workgroups will be given information on the Guide with more learning opportunities available with scheduled meetings. For questions on the Guide the committee is encouraged to contact Ms. McTighe.

- **Federal Infra Grants, Notice of funding opportunity announcement** (Ted Leybold)
Mr. Leybold provided information on the Federal Infra Grants and notice of applications for funding. The deadline to apply is Feb. 25, 2020. It was mentioned that for agencies applying should include provide information about the project's inclusion in the RTP. Metro, as the MPO staff, can work with applicant agencies to provide a letter describing the projects consistency with the RTP and the ability to incorporate any awarded project funding into the MTIP if awarded by FHWA. Agencies are encouraged to contact Metro to provide further information on their applications.
- **2019 Obligation Report Availability** (Ted Leybold)
Mr. Leybold announced the publication of the 2019 annual obligation report. This document provides information on federally funded projects that have met requirements to be reimbursed for project expenses and may proceed to implementation. The report is posted online and available for copies to be mailed out on request.

3. Public & Committee Communications on Agenda Items

- Glenn Koehrsen thanked Chris Deffebach for her participation in a presentation to the Washington County Board of Commissioners on transit issues, especially related to seniors and persons with disabilities. Ms. Deffebach acknowledged the compliment and noted that more integration funding between transportation and social services is needed in the region.

Mr. Koehrsen asked for more information on Transportation for America's program Smart Cities Collaborative, naming Gresham, Portland and Metro as some of cities involved. Katherine Kelly provided information on the program now in its 3rd year, which according to their website states "The Collaborative is a year-long program for public sector transportation leaders to share their experiences with new mobility technologies and develop best practices to ensure that these services improve city life." There are 3 pilot cities: Bellevue, WA, Boston, MA, and Minneapolis MN. Gresham and the City of Portland are among the 12 peer cities involved in the program. Eric Hesse added that the City of Portland is contemplating applying for a future pilot program, gathering information now to be used toward safety and efficient multi-modes of travel. Updates with the program can be provided to the committee.

- Glen Bolen announced the open public comments period on the Statewide Transportation Improvement Fund program which ends April 21. The Transportation and Growth Management (TGM) program administered by ODOT Region 1 is asking for pre-application requests for information. The deadline to apply for these grants is June 2020. For more information the committee is encouraged to contact Mr. Bolen.
- Jeff Owen showed his Portland Timbers scarf that channeled the Rose City bus only lanes and Rose City pride with the soccer team.
- Eric Hesse expanded on the Rose Lanes with success of the pilot program that provides bus only lanes defined with red paint for quicker transit in areas, which Portland will look for more places to apply in the future.

4. Consideration of TPAC Minutes from January 10, 2020

MOTION: To approve the minutes from January 10, 2020 as presented.

Moved: Glenn Koehrsen

Seconded: Gareth Prior

ACTION: Motion passed with one abstention; Tyler Bullen.

5. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5076 (Ken Lobeck)

Mr. Lobeck presented information on the MTIP Formal Amendment 20-5076, adding a new project to the MTIP; TriMet's SW Corridor Light Rail Line project, adding partial preliminary engineering (PE) funding to complete project development activities. TriMet is the lead agency to deliver this project. The amendment adds \$21.8 million of TriMet local funds to the PE phase, a total estimate PE phase cost is \$50 million, with total project estimate cost of \$2.85 million.

Mr. Lobeck explained the significance of completing the National Environmental Policy Act (NEPA) requirements with this phase of the project. This would make it possible to obtain the Record of Decision for the Final Environmental Impact Statement, required for federally funded transportation

projects. Following public notification period and approval from TPAC and JPACT, the Metro Council is expected to approve the Resolution March 5.

Comments from the committee:

- Chris Deffebach asked for additions to the Resolution:
 - To have the projected 43,000 average weekday rides as of 2035 (first WHEREAS on the second page of the Resolution) checked by staff to be consistent with numbers listed on webpages.
 - Another addition to the Resolution is to add “significant job employment areas in Tigard” to the end of WHEREAS second page, paragraph 2.
 - A third addition to the Resolution is adding an additional WHEREAS that mentions the eligibility for matching funds in the future leveraged from federal funds on this investment.
- Eric Hesse encouraged interest from the committee on the NEPA environmental elements in the project with possible interest in coordination between Metro, ODOT and the City of Portland to address future project investments on matters of rulemaking and policy direction. It was agreed a future agenda item and workshops could be planned for JPACT consideration.
- Gareth Prior commented on the reverse commute number of riders with this project. Further study on transit rider needs in the region at different commute times is suggested.

MOTION: To approve recommendation to JPACT for Resolution 20-5076 allowing the MTIP to add the PE phase for TriMet’s SW Corridor Light Rail Line project with the friendly amendments to the motion listed under Ms. Deffebach’s additions to the Resolution (above).

Moved: Eric Hesse

Seconded: Gareth Prior

ACTION: Motion passed unanimously.

6. Unified Planning Work Program (UPWP) Amendment 20-5062 (Chairman Kloster)

Chairman Kloster provided information on Amendment 20-5062 that amends the Regional Mobility Policy Update project description and objectives in the 2019-20 UPWP to reflect the plan approved by JPACT and Metro Council in fall 2019, and increases the amount of funds anticipated to be available for consultant services.

Comments from the committee:

- Karen Buehrig asked for clarification on the process with UPWP regarding annual budgeting for projects. In addition, definition was asked for what STGB and ODOT SRP stood for, what other anticipated funds meant, and why this project is scheduled in the UPWP ending July 31, 2020 when it could go beyond this year.

Chairman Kloster explained the acronym STGB as The Surface Transportation Block Grant program (STBG) that provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

The ODOT (Oregon Department of Transportation) SPR stands for Statewide Planning and Research Work Program. The “other anticipated funds” listed in the funding sources refer to Metro Council committed funds with anticipated Metro’s funding source line increasing.

Chairman Kloster and Vice Chair Leybold provided information on the funding sources with projects that may go beyond the annual project reporting period. The projects in the UPWP are explained in full for description and scope, but full project cost may carry over to the next fiscal year. Asked how the UPWP and MTIP interface, Mr. Leybold explained that RFFA planning activities are accounted for in the MTIP as well. Planning funds from another source, such as Metro Council, are not necessarily in the MTIP since they may have no federal funding.

MOTION: To approve Resolution 20-5062 to amend the 2019-2020 UPWP to add funding for the Regional Mobility Policy Update.

Moved: Jeff Owen

Seconded: Chris Deffebach

ACTION: Motion passed unanimously.

7. Regional Congestion Pricing Study (Elizabeth Mros-O’Hara)

Elizabeth Mros-O’Hara, Program Manager on the Regional Congestion Pricing Technical Study (RCPS) provided information on the program. Since last report update at TPAC, a consultant team has been hired, Nelson/Nygaard, with expertise in congestion pricing, local and national equity expertise and analysis tools and communications for this program.

The importance and urgency of the study was explained:

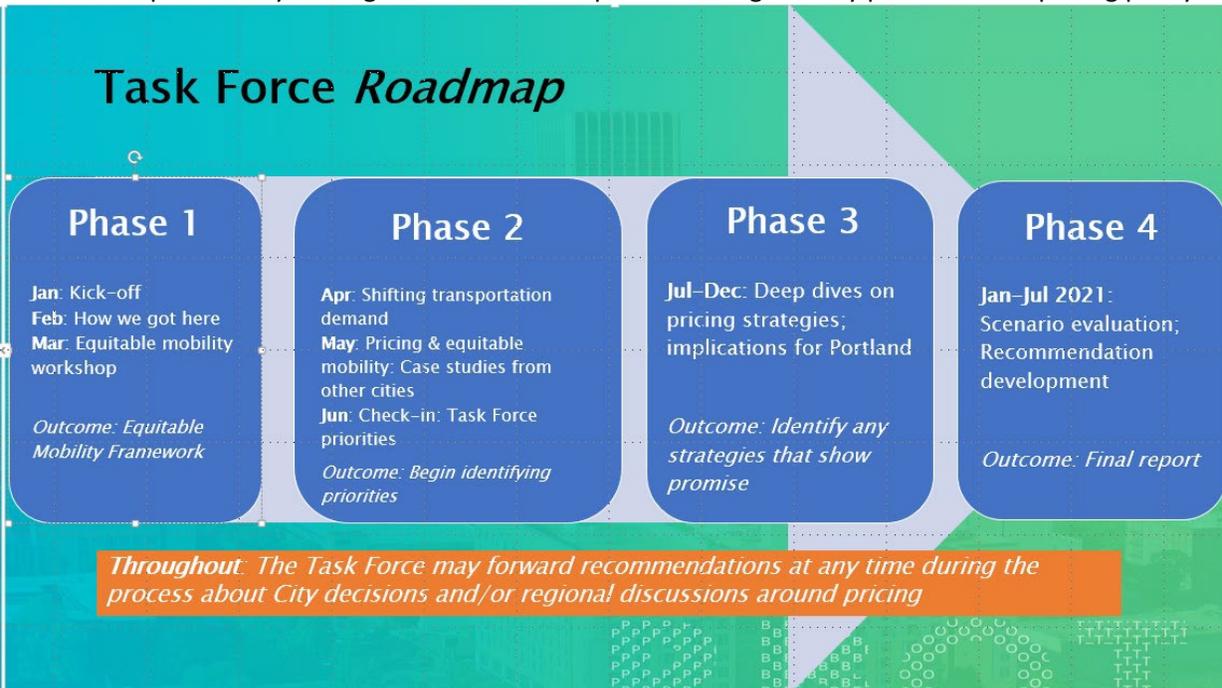
- This is a 2018 RTP priority direction
- We can’t build our way out of congestion
- 500,000 new residents are expected by 2040
- Congestion pricing supports efficient use of infrastructure
- Transportation creates greenhouse gas emissions (40% in Oregon)
- Our current transportation system is inequitable

The RCPS goal is to understand how our region could use congestion pricing (with several tools) to manage traffic demand to meet climate goals without adversely impacting safety or equity. The congestion pricing scenarios from the study will be measured against the Region’s 4 priorities: Equity, Climate Smart, Safety and Congestion. Expected RCPS findings will result in informing future discussions on implementing congestion pricing and policy recommendations, and to outline next steps for evaluation and further study.

Metro is working with agency partners on this issue. While Metro’s efforts are concentrated on the Technical Regional analysis, ODOT Value Pricing is studying the I-5 and I-205 tolling project, and the City of Portland Pricing Options for Equitable Mobility is studying a range of tools that could improve equity and mobility in congested areas under City of Portland control. It was noted that while ODOT was directed by House Bill 2017 to look at congestion in areas of Portland, Metro is approaching the issue on a more region-wide focus for land use and planning decisions. The Metro study is focused on developing a baseline understanding of how congestion pricing could perform in our region rather than developing projects.

Eric Hesse noted the Portland work was a priority project from the City Council, part of a comprehensive plan to establish the pricing options for equitable mobility. Portland seeks to learn and implement from a full suite of tools with partners to address this issue. A task force was appointed in Dec. 2019 that will make recommendations around:

- Whether or not to implement or further study the potential of new pricing strategies
- What we should consider when designing potential new pricing strategies
- Priorities for reinvesting any pricing revenue in transportation-related projects, programs and services increase the equity of our system
- Complementary strategies that should be pursued alongside any potential new pricing policy



Glen Bolen provided information on ODOT’s efforts with congestion pricing, namely through the I-205 and I-5 tolling projects. The tolling project timeline was provided. It was announced ODOT has formed a new Office of Urban Mobility and Mega Project Delivery that will focus on providing transportation options for all users, making decisions through the lens of social equity and ensuring equitable access to transportation choices and economic opportunities for communities and individuals across the state.

The new office will oversee the Interstate 5 Rose Quarter Improvement Project, the Interstate 205 Abernethy Bridge Project and develop a tolling and congestion pricing program for the region. To lead these efforts, Brendan Finn was selected as director, Della Mosier was named the office’s deputy director, and Lucinda Broussard named Tolling Program Manager. Referring to the timeline, Mr. Bolen noted start of the NEPA review and extensive factors involved with this. A future June or July TPAC presentation will be planned for more information.

Garet Prior commented on having constructive conversation in communities that will not only bear the cost of pricing in the region, but gain the benefits. It was not shown in the ODOT timeline where the modeling costs or projected revenues spent were expected. It was hoped revenues generated from pricing go back into communities to address equity and safety. Ms. O-Hara agreed and noted methodologies and priorities were still being designed for all priorities in the RTP. Best practices being studied show that revenue gained were best used toward what’s affected (equity, safety, gas emissions, congestion) and made to improve the system. It was agreed communities and the public will be involved in this process beyond agency discussions and plans.

Glenn Koehrsen cautioned about using the term “pricing or taxes” which is a negative for the public. Ms. O’Hara agreed, and using the term “reducing” with congestion allows for more options to be considered for strategies and implementation.

At the March 6 TPAC meeting the committee will be asked for input on proposed pricing scenarios:

- Cordon: vehicles pay to enter/travel in a congested area
- Vehicle Miles Traveled/Road User Charge: a charge based on how many miles are traveled
- Roadway: a direct charge to use a specific roadway or specific roadways
- Parking: charges to park in specific areas

In addition, elements of the program design will be discussed: geography, time, cost, vehicle type, discounts, technology, and reinvestment. The task schedule was provided, with the expected final report on RCPS results and findings presented in late 2020 – early 2021.

Comments from the committee:

- Laurie Lebowski asked how equity would be included in the study from SW Washington Counties. Ms. O’Hara noted the study is approaching this from a regional look and has yet to define the full transportation system. More details need to be developed to fully answer this.
- Karen Buehrig appreciated the coordination with agencies on these efforts. In looking at program designs it was suggested to look at what effects to facility owners in the region will come from these pricing options. Referring to the packet, the work plan noted conversations with the public which is beneficial for communities. It was suggested that JPACT also have consideration and involvement of the findings as well as Metro Council with the final report.
- Eric Hesse noted the difficulty of addressing this issue regionally. Tools used elsewhere are needed here for what is a growing problem with congestion, and demonstrates why discussing pricing congestion is needed now.
- Katherine Kelly agreed on the importance of having JPACT engaged in this issue. Regional facilities in areas must also be included in conversations and provide input for impacts and implementations.

8. Department of Environmental Quality Updates (Karen Williams)

Karen Williams provided an overview of regional air quality and program updates the Department of Environmental Quality has been planning. The data from the Portland Metro Ozone levels were reported, showing an upward trend in the 3-year average. Air toxics were shown in graphs from Portland and La Grande locations in the state, with two examples of toxics commonly associated with transportation and fuel sources.

Transportation related air quality programs were reviewed. The clean fuels programs had a reduction in 3.6 million tons in greenhouse gases through 3rd quarter 2019. Electric vehicle standards and rebates programs have provided \$9 million in rebates as of January 2020. DEQ will start issuing rebates in the Charge Ahead program for low income households. Other transportation related air quality programs include grants for clean diesel retrofits and the Volkswagen Environmental Mitigation action, which so far has provided \$2.4 million toward 120 school bus replacements and retrofits.

Programs that will help ozone stay within standards were described, through DEQ Rules, State Government, MPO’s and Local Government and Non-Government Organizations. Ms. Williams briefly reviewed the Indirect Source Rule Petition status. An indirect source of air pollution is a land-use

activity or development that concentrates emissions from mobile sources such as cars, trucks, construction equipment or locomotives. A common example of an indirect source is a large parking lot. On Dec. 20, 2019, several parties petitioned the Environmental Quality Commission to adopt regulations that would reduce emissions associated with indirect sources.

DEQ staff presented information about the Indirect Source Rules Petition to the Environmental Quality Commission (EQC) at their regular meeting Jan. 24, 2020. The public comment period for the Indirect Source Rules Petition closed at Feb. 14. DEQ will consider all comments received by the deadline when preparing a recommendation for EQC. DEQ will ask the EQC to take action from two options, deny the petition or initiate rulemaking procedure at the EQC regular meeting, March 18 and 19, 2020.

Comments from the committee:

- Gareth Prior noted the specific call out on ozone standards with local governments, with ability to address issues. Local requirements could make impediments to developers with conflicting estimated models and regions.
- Eric Hesse commented on the background information and data from the petition and encouraged review of this matter as it pertains to trucks and our transportation system.
- Idris Ibrahim asked what the cost to implement the school buses were per bus with the mitigation program. Ms. Williams would estimate this as the 120 buses divided by \$2.4 million for either a bus retrofit or replacement bus.
- Chris Deffebach appreciated the presentation and information, noting the County will be watching closely how the petition ruling evolves. New building costs for contractors and construction companies could be impacted.

9. Get There Oregon Program Updates (Marne Duke)

This agenda item was tabled for the next meeting.

10. 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 a Midwesterner and Southerner, I appreciate the healthy amount of cheddar and pimento cheese with snacks. It made me feel at home.

11. Adjourn

There being no further business, meeting was adjourned by Chairman Kloster at 12:00 noon.

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, February 7, 2020

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	02/07/2020	02/07/2020 TPAC Agenda	020720T-01
2	TPAC Work Program	01/31/2020	TPAC Work Program, as of 01/31/2020	020720T-02
3	Memo	01/27/2020	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: February 2020 TPAC MTIP Monthly Submitted Amendments	020720T-03
4	Minutes	01/10/2020	Draft minutes from TPAC January 10, 2020 meeting	020720T-04
5	Resolution 20-5076	02/07/2020	Resolution 20-5076 for the purpose of adding a new project to the 2018-21MTIP supporting project development activities for TriMet's new Southwest Corridor Light Rail Project	020720T-05
6	Exhibit A to Resolution 20-5076	02/07/2020	Exhibit A to Resolution 20-5076, MTIP Amendment	020720T-06
7	Staff Report	01/27/2020	Staff Report to Resolution 20-5076, MTIP Amendment	020720T-07
8	Resolution 20-5062	02/07/2020	Resolution 20-5062 for the purpose of amending the FY 2019-2020 Unified Planning Work Program (UPWP) to add funding for the Regional Mobility Policy Update	020720T-08
9	Exhibit A to Resolution 20-5062	02/07/2020	Exhibit A to Resolution 20-5062, UPWP Amendment	020720T-09
10	Staff Report	12/17/2019	Staff Report to Resolution 20-5062, UPWP Amendment	020720T-10
11	Memo	02/07/2020	TO: TPAC and interested parties From: Elizabeth Mros-O'Hara, Grace Cho, Metro RE: Regional Congestion Pricing Technical Study- Project Updates	020720T-11
12	Memo	02/07/2020	TO: TPAC and interested parties From: Grace Cho, Metro, Karen Williams, Oregon Department of Environmental Quality RE: Air Quality Year-in-Review and Transportation Related Air Quality Activities	020720T-12
13	Presentation	02/07/2020	February 2020 MTIP Formal Amendment Summary	020720T-13
14	Presentation	02/07/2020	Regional Congestion Pricing Technical Study	020720T-14

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
15	Presentation	02/07/2020	Regional Air Quality and Program Update	020720T-15
16	Link to Designing Livable Streets and Trails Guide	January 2020	https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails	020720T-16