



Meeting minutes

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

Date/time: Friday, March 5, 2021 | 9:30 a.m. to 12:00 noon

Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Karen Buehrig
Lynda David
Eric Hesse
Dayna Webb
Katherine Kelly
Don Odermott
Jeff Owen
Chris Ford
Karen Williams
Laurie Lebowsky
Lewis Lem
Jessica Stetson
Idris Ibrahim
Rachael Tupica

Affiliate

Metro
Clackamas 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
Oregon Department of Transportation
Oregon Department of Environmental Quality
Washington State Department of Transportation
Port of Portland
Community Representative
Community Representative
Federal Highway Administration (FHWA)

Alternates Attending

Allison Boyd
Erin Wardell
Jaimie Huff
Jay Higgins
Jon Makler
Glen Bolen

Affiliate

Multnomah County
Washington County
City of Happy Valley and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
Oregon Department of Transportation
Oregon Department of Transportation

Members Excused

Jessica Berry
Chris Deffebach
Donovan Smith
Gladys Alvarado
Wilson Munoz
Yousif Ibrahim
Taren Evans
Jennifer Campos
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Rich Doenges

Affiliate

Multnomah County
Washington County
Community Representative
Community Representative
Community Representative
Community Representative
Community Representative
City of Vancouver, Washington
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Jean Senechal Biggs
Kari Schlosshauer
Nick Fortney
Jamie Snook
Christina Cooper
Alice Bibler

Affiliate

City of Beaverton
Safe Routes to Schools
Federal Highway Administration
TriMet
Ride Connection
Oregon Department of Transportation

Metro Staff Attending

Ken Lobeck, Funding Programs Lead
Lake McTighe, Senior Transportation Planner
Eliot Rose, Senior Transportation Planner
Ted Leybold, Resource Manager
Reed Brodersen, Equity Analyst
John Mermin, Senior Transportation Planner
Aaron Breakstone, Research Planner
Summer Blackhorse, Program Assistant

Dan Kaempff, Principal Transportation Planner
Caleb Winter, Senior Transportation Planner
Grace Cho, Senior Transportation Planner
Matthew Hampton, Senior Transportation Planner
Kim Ellis, Principal Transportation Planner
Matt Bihn, Senior Transportation Planner
Laura Dawson-Bodner, Program Assistant
Marie Miller, TPAC Recorder

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

Chairman Kloster called the meeting to order at 9:30 a.m. Introductions were made. A quorum of members present was declared. Guests, public and staff were noted as attending. Reminders where Zoom features were found online was reviewed.

2. Comments From the Chair and Committee Members

- **Committee input form on creating a Safe Space at TPAC** (Chairman Kloster) The link to adding comments and input for creating a safe space at TPAC was noted in the chat area of the meeting, which members are welcome to use at any time during the meeting. Comments will be collected and shared at the end of the meeting.
- **Updates from committee members and around the Region** (Chairman Kloster and all)
Katherine Kelly announced she has taken a new position with the City of Vancouver. This was her last TPAC meeting representing the City of Gresham. Ms. Kelly expressed appreciation working with the committee and interest in continuing work in regional collaboration. The committee provided thanks and congratulations.

Jeff Owen noted that the TriMet Board of Directors approved their current COO Sam DeSue to also serve as Interim General Manager as the recruitment for the new General Manager is selected.

- **Monthly Metropolitan Transportation Improvement Program (MTIP) Amendments Update** (Ken Lobeck) Mr. Lobeck provided the monthly submitted MTIP formal amendment and administrative modification project lists during the February 2021 timeframe noted in the meeting packet. Mr. Lobeck also noted he will change the project lead agency on project Beaverton Creek Trail: Westside Trail – SW Hocken Ave from the City of Tualatin to Tualatin Parks and Recreation.

- **Fatal crashes update** (Lake McTighe) Ms. McTighe provided information on the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties over the previous month and the total for the year. It was noted that more information on crashes was provided in the packet memo including number of fatalities by county data and by month and mode of travel. Also provided were graphs showing fatalities by road ownership in each county. Demographics are not tracked from this data.
- **Metro Civic Engagement Capacity Grants** (Reed Brodersen) Mr. Brodersen provided information on Metro's Civic Engagement Capacity Grants program. The program will fund community-based organizations working to increase civic engagement and community participation within greater Portland's Black, Indigenous and communities of color. The program has a total annual budget of \$400,000. Community-based organizations who primarily work with, advocate for and/or provide services to Black, Indigenous and other communities of color are eligible to apply. Letters of interest are due March 31. More information can be found at <https://www.oregonmetro.gov/tools-partners/grants-and-resources/civic-engagement-grants> or contact Mr. Brodersen directly.

Karen Buehrig asked what recommendations Mr. Brodersen had to encourage organizations to apply and how projects selected for grants would show investments across the region. It was noted possible connections with housing projects on equity engagements could be linked with these grants. Mr. Brodersen recommended those interested in applying to review the webpage and contact him for eligibility matters. Part of the investment criteria with the grants is building infrastructure across the region where equity focus is most needed.

- **Announcement: Transport Chair & Vice Chair Elections April 14, 2021** (Caleb Winter) Mr. Winter announced upcoming elections of Chair and Vice Chair on TransPort, the TPAC subcommittee working on regional coordination for Transportation System Management and Operations (TSMO) which includes Intelligent Transportation Systems, Incident Response and related strategies. There are no term limits for either role. TransPort's current Chair is Kate Freitag, Traffic Engineer and ITS Lead for ODOT Region 1. TransPort's current Vice Chair is A.J. O'Connor, Director Intelligent Transportation Systems at TriMet. Questions or nominations on the elections can be directed to Mr. Winter. Action on elections will be April 14, 2021.
- **Announcement: Rose Quarter Improvement Project Open House** (Eliot Rose) Mr. Rose provided information on part of the I-5 Rose Quarter project that includes an independent assessment study from ODOT on the proposed highway cover space could be used for affordable housing, local businesses, or community organizations and open spaces that reflect the historic Albina community. An independent cover assessment team is working to develop three design scenarios for the highway covers, considering how to best reconnect the community, promote economic development, and meet the community's vision for the new space. Online open houses are being provided to collect feedback from the community with the first one March 12. A flyer is planned to be sent to the committee after the meeting with full information. For further information the link is <http://www.albinahighwaycovers.com/>
- **Doodle Poll Outcomes on TPAC workshop plans and MTIP Sub-committee** (Chairman Kloster) Outcomes from the TPAC doodle poll were shared by Chairman Kloster. From feedback on a standing monthly TPAC workshop, it was proposed this would start in May, with monthly 4th

Wednesdays, from 9:30 – noon. For topics requiring more discussion time, agenda items will be moved from TPAC regular meeting to workshops, focused on 1-2 topics per workshop and incorporating online tools to engage participation. Recaps on discussions will be provided at TPAC regular meetings for those unable to attend the workshops.

Questions were received on the proposed MTIP subcommittee. It was decided not to formally prepare a committee subcommittee at this time. Staff will bring more information and proposed plan at the next meeting on possible pilot concept or work group once scope of work and attendance ability is suggested.

3. Public Communications on Agenda Items (none)

4. Consideration of TPAC Minutes from February 5, 2021

With no corrections or additions to the minutes:

MOTION: To approve minutes from February 5, 2021 as written.

Moved: Jeff Owen

Seconded: Jessica Stetson

ACTION: Motion passed unanimously.

5. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-5163 (Ken Lobeck) Mr. Lobeck presented information on Resolution 21-5163, for the purpose of amending ODOT's US30 NW Saltzman Road to NW Bridge Avenue Project, to add approved funding increasing the project limits by 1.31 miles to be US30 Kittridge Avenue to NW Bridge Avenue, to the 2021-24 MTIP. The memo in the packet provides full project description and project map location.

MOTION: To provide an approval recommendation for ODOT's US30 repaving project to JPACT for Resolution 21- 5163 under MTIP Amendment MR21-08-MAR.

Moved: Eric Hesse

Seconded: Chris Ford

ACTION: Motion passed unanimously.

6. Regional Enhanced Transit Concept (ETC) Plan update (Jamie Snook, TriMet/Matt Bihn, Metro) Ms. Snook and Mr. Bihn presented an overview of the Regional Enhanced Transit Concepts (ETC) plan with a data driven approach to planning and design for the Portland region's first major transit priority projects. The Regional ETC pilot program received \$5M from Regional Flexible Funds to develop the program, to improve transit reliability, speed and capacity, identify, design and build a set of enhanced transit projects, and develop a pipeline of enhanced transit projects.

Maps showing locations where transit delays were occurring regionally and in counties were shown. Projects that have been completed in the program and projects in process were reviewed. Benefits from the program were provided; travel time savings, bus priority and bicycle lanes appreciated, and reduction of congestion. The ETC program has opportunities with next steps that include:

- Continue with ETC projects: Alder & Couch
- City of Portland Rose Lane program
- Regional partners?
- Future roadway projects?
- RFFA opportunities?

Comments from the committee:

- Karen Buehrig noted the importance of these investments. It was noted that when first studied for corridor congestion for buses in the region has now broadened with other investments. With help extending transit in suburban areas where sidewalks restrict access to buses, would investments through this program be applicable? Ms. Snook noted the projects looked at where the most impact to ridership lines at high congestion areas could be improved, and applying concepts that worked elsewhere. Tools and designs making improvements made the investments shared with partners across the region. Mr. Bihn noted the mobility improvements have extended to accessibility improvements as well. It was noted the prefab bus pad shown in the presentation was a platform that extends the sidewalk, not in place of a sidewalk.
- Eric Hesse thanked the presenters for their efforts and agreed with the benefits of partnerships on these projects. A link to the City of Portland's Growing Transit Communities Plan was shared: <https://www.portlandoregon.gov/transportation/68193> It was noted that accessibility, mobility and safety are all important elements with transit planning, including plans such as this that help prioritize and seek investments for our region.
- Glen Bolen shared a link on TriMet's Pedestrian Plan that helps jurisdictions by prioritizing sidewalk and intersection projects help people reach transit: <https://trimet.org/walk/> Jeff Owen noted this updated plan from a TGM grant would help show the significance of accessibility, community planning and equity with transit planning.
- Erin Wardell noted it was good to see the Cornell Road project called out in the presentation. It was proof of how the concept works with spot location and strategic planning. Regarding TV Highway, the need for bigger solutions can come from building small pieces toward larger solutions. Levering investment opportunities with projects for accessibility can increase improvements and efficiency. It was suggested to have the delay map overlay with equity area maps.

Ms. Snook agreed on the opportunity of phased approaches to bigger projects. Looking at the full picture of transit across the region can improve accessibility, equity and safety, and increase our investment benefits. It was noted that land use, development and transportation planning all work together, so that future planning should encompass these strategies.

- 7. 2019 Regional Safety Targets Report & Safety Work Plan** (Lake McTighe) Ms. McTighe presented information on the 2019 Regional Safety Targets Report and Safety work plan (noted these materials were in the meeting packet). In 2018, the region adopted a target to reach zero traffic deaths and serious injuries by 2035. Each year, Metro reports on progress towards the targets. The greater Portland region has one of the lowest traffic fatality rates of any large metropolitan area, but not even one traffic death is acceptable.

Regional partners are working together to eliminate traffic deaths and serious injuries on our streets. 95 people were killed in motor vehicle traffic crashes on roadways in the greater Portland region in 2019, while 545 suffered life changing injuries. Pedestrians killed in traffic crashes made up 38% of all traffic fatalities in 2019. The number of people killed while walking, bicycling or riding in a motor vehicle increased from 2018 to 2019.

Metro is developing a high level progress report, to be released in June, describing actions that local, regional and state partners have taken since the regional safety strategy was adopted. Additionally, a Regional Safety Forum, scheduled for May 26, will provide an opportunity for local, regional and state partners to come together to discuss actions they have taken in the last four years and actions they are committed to taking in the year to come to address safety. The regional forum will be co-hosted by Metro and Multnomah County Public Health and the REACH program.

Metro's Regional Transportation Safety Program is divided into four areas: safety data, policy and planning, project and design support, and safe behaviors and program support. As a regional agency that does not own or operate any roadways, Metro's role within these general areas is focused on key tasks where Metro takes the lead; otherwise Metro's role is to coordinate with and support partners. Approximately .75 FTE is dedicated to the Metro transportation safety program activities.

Comments from the committee:

- Jeff Owen appreciated the report, and noted that the data clearly showed we were not meeting our safety targets. Regarding the May 26 forum it was suggested each attendee think of what they are bringing to the table for discussion, what our roles are to reverse these trends, and why strategies may not be creating better results.
- Rachael Tupica what Metro as the MPO was doing to address the senior population and equity focus groups with the data collected? Ms. McTighe noted that with the last RFFA cycle, equity and safety were among the main criteria with prioritized projects. For the next RFFA allocation, a high level analysis of RTP projects will take place, with equity focus and safety project flagged. From this, strategizing how we can increase funding and prioritizing projects for safety, and looking at how other implementations are working to show proven improvements will be known. More studies and data is being utilized that can help address inequities in our system.
- Eric Hesse agreed that the data shows more work needs to be done. However, the importance with designs of arterials, lowering speeds, and other issues mentioned in the report show opportunities with the focus areas, including strategies with the next STIP and TIP programming. Ms. McTighe noted a recent ordinance passed by the City of Tigard that reduced residential area speed limits from 25 to 20mph. Efforts like this can incrementally help. More examples from our cities and counties across the region will be part of the Safety Forum May 26. The committee will be invited.

8. Unified Planning Work Program (UPWP) Review Draft 2021-22 (John Mermin) Mr. Mermin presented TPAC with a summary of feedback received on the UPWP at the February 18 federal and state consultation meeting. Metro received feedback through written comments provided in advance, as well as verbal comments at the meeting. Much of the feedback focused on "housekeeping" suggestions (e.g. refining budget tables, fixing typos, minor wording changes, formatting, etc.) as well as a few more substantive changes.

Summarizing the substantive changes that Metro staff will bring forward in the final draft UPWP:

- Add a new project narrative for Tigard's Red Rock Creek Trail study within the Local Planning of Regional Significance section.
- Add language to Civil Rights & Environmental Justice narrative regarding conducting a benefits & burdens analysis of each investment/decision to ensure that the burdens do not fall disproportionately on the Region's underserved populations
- Add a hyperlink in the Public Engagement narrative to Metro's Public Participation Plan.

- Delete reference within the MPO Management & Services narrative to the SMART Memorandum of Understanding (MOU), which expired in 2020. This MOU was superseded by the 4-way planning IGA with ODOT, TriMet, SMART and Metro.

On April 2, TPAC is scheduled to make a recommendation to JPACT on the UPWP. The Metro Council is scheduled to take final action May 20. Prior to the April 2 TPAC meeting, the committee is encouraged to review the document for any missing narratives, edits to the narratives or send information on missing narratives. Contact Mr. Mermin for enquiries. It was noted that the SW Washington Regional Transportation Council will submit their adoption on May 4, which will be added Metro's UPWP.

9. Committee comments on creating a safe space at TPAC (Chairman Kloster) none received.

10. Adjournment

There being no further business, meeting was adjourned by Chairman Kloster at 11:35 am.
Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, March 5, 2021

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	3/5/2021	3/5/2021 TPAC Agenda	030521T-01
2	TPAC Work Program	2/26/2021	TPAC Work Program as of 2/26/2021	030521T-02
3	Memo	2/24/2021	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments	030521T-03
4	Memo	02/25/2021	TO: TPAC and interested parties From: Lake McTighe, Regional Planner RE: Monthly fatal crash update	030521T-04
5	Handout	N/A	Metro Civic Engagement Capacity Building Grants	030521T-05
6	Memo	02/25/2021	TO: TPAC and interested parties From: Caleb Winter, Senior Transportation Planner RE: TransPort Chair and Vice Chair Elections April 14, 2021	030521T-06
7	Draft Minutes	02/05/2021	Draft TPAC minutes from 02/05/2021 meeting	030521T-07
8	Resolution 21-5163	03/05/2021	Resolution 21-5163 FOR THE PURPOSE OF AMENDING ODOT'S US30 NW SALTZMAN RD TO NW BRIDGE AVE PROJECT TO ADD APPROVED FUNDING INCREASING THE PROJECT LIMITS BY 1.31 MILES TO BE US30 NW KITTRIDGE AVE TO NW BRIDGE AVE TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) (MR21-08-MAR)	030521T-08
9	Exhibit A to Resolution 21-5163	03/05/2021	Exhibit A to Resolution 21-5163	030521T-09
10	Staff Report	02/24/2021	Staff Report to Resolution 21-5163	030521T-10
11	Memo	02/25/2021	TO: TPAC and interested parties From: Lake McTighe, Senior Regional Planner RE: 2019 Traffic Fatalities and Serious Injuries Annual Performance Report & Annual Transportation Safety Work Program	030521T-011
12	Handout	Feb. 2021	2019 Annual Crash Update Fact Sheet	030521T-12
13	Handout	N/A	Annual Transportation Safety Work Program	030521T-13

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
14	Handout	N/A	Metro's Role in the transportation safety program	030521T-14
15	Report	Feb. 2021	2019 Traffic Fatalities and Serious Injuries Annual Performance Report	030521T-15
16	Memo	02/26/2021	TO: TPAC and interested parties From: John Mermin, Senior Regional Planner RE: 2021-22 Unified Planning Work Program (UPWP) Discussion Draft	030521T-16
17	Slide	03/05/2021	Feb 2021 traffic deaths in Clackamas, Multnomah and Washington Counties*	030521T-17
18	Flyer	March 2021	I-5 Rose Quarter Improvement Project, Independent Cover Assessment	030521T-18
19	Presentation	03/05/2021	March 2021 Formal Amendment Summary Resolution 21-5163	030521T-19
20	Presentation	03/05/2021	Regional Enhanced Transit Concepts (ETC)	030521T-20
21	Presentation	03/05/2021	2021 regional transportation safety update	030521T-21
22	Presentation	03/05/2021	2021-22 Unified Planning Work Program	030521T-22