

# Meeting minutes



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: **Transportation Policy Alternatives Committee (TPAC)**  
Date/time: Friday, April 4, 2025 | 9:00 a.m. to 12:00 p.m.  
Place: Zoom

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## **Members Attending**

Tom Kloster, Chair  
Dyami Valentine  
Bill Beamer  
Chris Ford  
Gerik Kransky  
Eric Hesse  
Jasia Mosley  
Jay Higgins  
Jeff Owen  
Judith Perez Keniston  
Kate Lyman  
Laurie Lebowsky-Young  
Lewis Lem  
Mike McCarthy  
Sara Etter  
Sarah Iannarone  
Ashley Bryers  
Will Farley

## **Alternates Attending**

Dakota Meyer  
Sarah Paulus  
Glen Bolen  
Gregg Snyder  
Karen Buehrig

## **Members Excused**

Allison Boyd  
Indi Namkoong  
Danielle Casey  
Shauna Hanisch-Kirkbride  
Katherine Kelly  
Michael Sallis

## **Affiliate**

Metro  
Washington County  
Community member at large  
Oregon Department of Transportation  
Oregon Department of Environmental Quality  
City of Portland  
Community member at large  
City of Gresham and Cities of Multnomah County  
Clackamas County  
SW Washington Regional Transportation Council  
TriMet  
Washington State Department of Transportation  
Port of Portland  
City of Tualatin and Cities of Washington County  
Oregon Walks  
The Street Trust  
Federal Highway Administration  
City of Lake Oswego and Cities of Clackamas County

## **Affiliate**

City of Troutdale and Cities of Multnomah County  
Multnomah County  
Oregon Department of Transportation  
City of Hillsboro and Cities of Washington County  
Clackamas County

## **Affiliate**

Multnomah County  
Verde  
Federal Transit Administration  
Washington Department of Ecology  
City of Vancouver  
Clark County

## **CALL TO ORDER, DECLARATION OF QUORUM AND INTRODUCTIONS**

Chair Tom Kloster called the meeting to order at 9:00 a.m. A quorum of members present was declared.

## **COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS**

The following staff and committee member updates were made. Highlights included: Update on traffic fatalities from Anthony Cabadas noting that since the last meeting at least 11 people have died in a traffic crash. Transit Minute from Ally Holmqvist with updates about monthly transit ridership.

2028-30 Regional Flexible Fund – Public Comment (Grace Cho)

Grace shared with committee members that the public comment window for RFFA 2028-30 is open until the end of the month and that there will be an opportunity for public testimony before the decision makers at the 4/17 JPACT meeting.

2028-30 Regional Flexible Fund – Step 2 technical evaluation report (Grace Cho)

Grace noted that this full report will be complete by the end of May instead of April as originally planned.

Kim Ellis shared a link to the 2024 Climate Friendly Equitable Communities Report Survey with the request that committee members complete it by 4/18

## **PUBLIC COMMUNICATIONS ON AGENDA ITEMS**

No comment was made.

## **MEETING MINUTES OF MARCH 7, 2024**

Chair Kloster asked if there were any edits to the minutes as presented and Sarah Iannarone noted as an edit that she was an abstention to the March MTIP amendment

Chair Kloster asked the committee to approve the March 7, 2025, TPAC meeting minutes with that edit.

**ACTION TAKEN:** Hearing no objections to the minutes as edited and 3 abstentions, the minutes were approved.

## **MTIP FORMAL AMENDMENT 25-5481 FOR THE PURPOSE OF ADDING, AMENDING OR CANCELING THREE PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS**

Ken Lobeck, Metro, appeared before the committee to request approval recommendation to JPACT.

Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments: April 2025 Report. The April 2025 MTIP Formal Amendment contains three projects. One is a new ODOT Americans with Disabilities Act (ADA) construction phase project and the other two are corrections to ODOT Public Transportation Division (PTD) prior programmed projects.

**ACTION TAKEN:** Eric Hesse moved, and Mike McCarthy seconded the motion to approve Resolution 25-5481. Hearing no objections, and 1 abstention from Sarah Iannarone the motion passed.

## **DRAFT FY 2025-26 UPWP**

John Mermin, Metro, presented on the draft UPWP with the goal of TPAC committee members recommending a revised draft to JPACT as this new draft includes edits from our federal consultation. Those edits were mainly language changes to align with recent executive orders.

The presentation included background on what the UPWP is and is not, as well as an explanation of the UPWP process. John noted that the UPWP timeline is expedited to allow enough time for federal review.

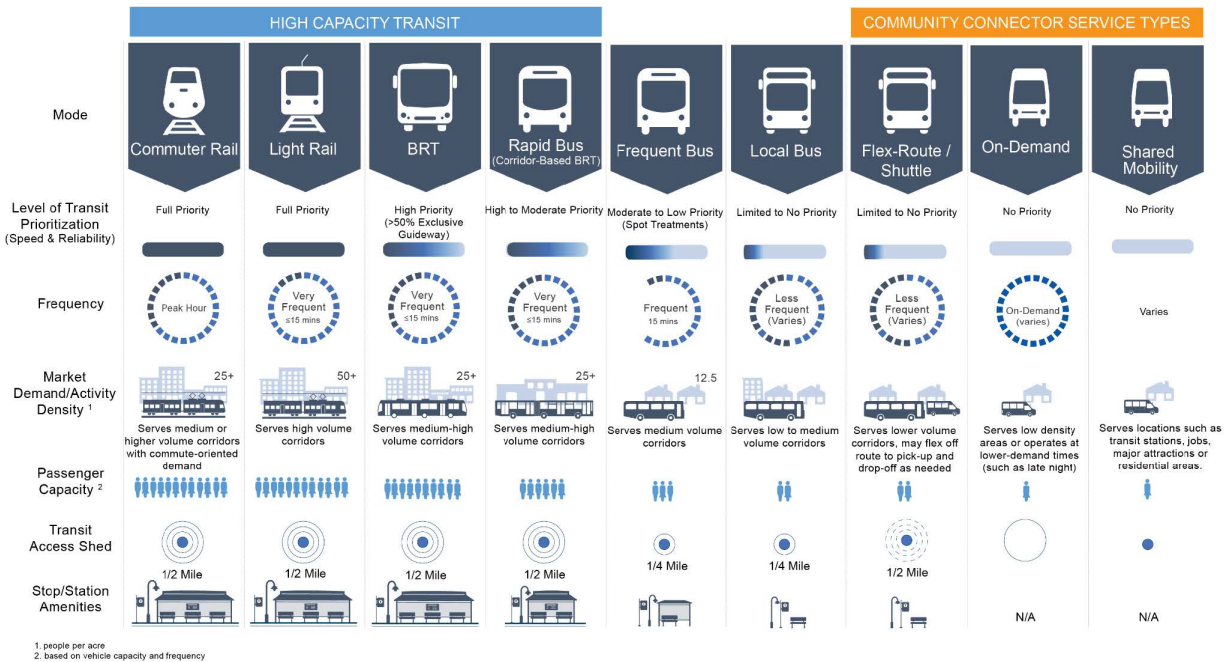
**ACTION TAKEN:** Jeff Owen moved, seconded by Will Farley to approve the 2025-26 UPWP  
With no objections and no abstention, the **motion passed.**

**COMMUNITY CONNECTOR TRANSIT STUDY: POLICY FRAMEWORK**

Ally Holmqvist provided an update on the Community Connector Transit (CCT) Study to support discussion on: 1) the developing policy framework, 2) the proposed opportunity area and mobility hub assessment methodologies and 3) the planned engagement approach. Input will help shape the role that community connectors play in improving access to the regional transit network and mobility hubs play in creating comfortable, convenient connections within that network, guide how we identify areas of opportunity for both transit tools, and influence the approach for engaging community in this work that will inform the 2028 Regional Transportation Plan update. The team identified gaps and needs include in transit connectors, opportunities around each need area and started to identify solutions that could solve each gap.

Gap	Opportunities	Solutions
Mobility in low-density areas	<ul style="list-style-type: none"><li>• <i>Increase access to fixed-route transit network</i></li><li>• <i>Test demand for transit in new geographic markets</i></li><li>• <i>Replace low-performing fixed-route service</i></li><li>• <i>Enhance service availability when fixed-route transit isn't efficient</i></li></ul>	<ul style="list-style-type: none"><li>• Flex route shuttle</li><li>• On-demand microtransit</li></ul>
Access to jobs	<ul style="list-style-type: none"><li>• <i>Connect to employment sites in low-density areas</i></li><li>• <i>Increase access to regional fixed-route transit networks</i></li></ul>	<ul style="list-style-type: none"><li>• Vanpool</li><li>• On-demand microtransit</li><li>• Flex route shuttle</li></ul>
Access to major recreation	<ul style="list-style-type: none"><li>• <i>Connect to the fixed-route regional transit system</i></li><li>• <i>Increase outdoor access for people without cars</i></li><li>• <i>Target equity populations through public-private funding and CBO partnerships</i></li></ul>	<ul style="list-style-type: none"><li>• Fixed-route seasonal service</li><li>• Volunteer-driven microtransit</li></ul>
Time-of-day mobility needs	<ul style="list-style-type: none"><li>• <i>Leverage programs for transportation options</i></li><li>• <i>Provide a basic level of coverage in off-peak hours</i></li><li>• <i>Avoid eliminating fixed-route trips with poor ridership during hours with low demand/ridership</i></li></ul>	<ul style="list-style-type: none"><li>• On-demand service</li><li>• TDM Programs</li></ul>

This information helped them understand how to use these tools.



Building from the emerging vision role for community connectors, the project team has developed approaches for identifying opportunity sites for both future community connectors and mobility hubs to update the transit network vision map with more solutions for local transit coverage. Identifying community connector opportunities involves answering three key questions:

- **Transit Access Gaps:** Where are there areas today that are not served by transit, but where people may need it to go?
- **Area Transit-supportiveness:** Within these unserved areas, what locations demonstrate demand for and/or the different transit-supportive ingredients part of success recipe?
- **Leveraging Opportunities:** Within these unserved areas, what do other resources tell us about existing or future markets for community connectors?

Current	Areas that address current and ongoing need for community connector services
Temporary	Areas that demonstrate current need for community connector services, but may become part of fixed-route networks in the future due to population growth, changes in land development, and planned fixed route transit service expansions
Future	Areas likely to address ongoing need for community connector service in the future due to anticipated changes in population growth, land use, and employment densities
No opportunity	Areas not suitable for community connector transit services

Chair Kloster asked the committee for any questions or comments about the project:

Committee members showed support for the project and all the work that went into it by Ally and the team.

Suggestions were made including:

- The consideration of rail-based options for dense town hubs
- Service to new and developing neighborhoods to develop good transit habits in new residents

Concerns were raised including:

- This project potentially setting unattainable expectations to community members about what will be realistically doable given current funding issues.
- Clarity about the exact areas under consideration
- Clarity around what Metro's role in this project and who sets the priorities and emphasizing that it is not Metro.
- Community understanding of how this project will be paid for, the potential economic benefits and how this project helps to build community resilience and stability.

## 5 MINUTE BREAK

### **2027-2030 MTIP PERFORMANCE MEASURES, APPROACH AND METHODS**

Topics covered in Blake Perez's presentation include:

- 1. Purpose and Context Setting  
Provide an overview and gather feedback on the proposed approach to evaluating the 2027-2030 Metropolitan Transportation Improvement Program (MTIP).
- Why is this important: Evaluation must demonstrate how the MTIP as a package of transportation investments:
  1. is consistent with the Regional Transportation Plan (RTP) by advancing the goals and outcomes identified in the adopted RTP
  2. makes progress towards achieving federal performance targets

- TPAC discussion: What types of additional analysis would TPAC members think would be beneficial to them and the MTIP process?

## 2. Performance Measures

# 2023 RTP Goals & Performance Measures

<u>Climate and Environment</u>	<u>Thriving Economy</u>	<u>Safe System</u>	<u>Equitable Transportation</u>
Greenhouse gas emission per capita (MOVES)	• Access to jobs (RTDM)	• Fatal and Serious crashes (GIS)	• Access to transit (RTDM)
Vehicle miles traveled per capita (MOVES)	• Access to industry and freight facilities (RTDM)		• Access to jobs (RTDM)
Criteria pollutant emissions (MOVES)	• Travel times (RTDM)		• System completion (GIS)
Air toxic emissions (MOVES)	• System completion – job centers (GIS)		• Serious crashes and equity (GIS)
		<u>Mobility Options</u>	
		• Access to options (Regional Travel Demand Model)	
		• System Completeness (GIS)	
		• Throughway Reliability (RTDM)	
		• Mode Share (RTDM)	
		• Multimodal travel times and access (RTDM)	
		• Access to jobs (TDM)	
		• System completion near transit (GIS)	

## 3. Evaluation Methods

- Analysis Geography including Equity Focus Areas and Sub-Regions
- Evaluation Tools including Regional Travel Demand Model (RTDM), Motor Vehicle Emissions Simulator (Moves5) and Geographic INFORMATION System (GIS).

## 4. Analysis Inputs including ODOT, SMART, TriMet and Metro.

## 5. Analysis Assumptions

<b>Base Year 2020</b>	• Includes the transportation investments built and open for service as of 2020. Same base year used in 2023 RTP.
<b>No Build (2027)</b>	• Assumes no additional transportation investments aside from projects confirmed completed or expected completion date prior to 2027.
<b>No Build (2030)</b>	• Assumes the current infrastructure we will have if there are no funds available, and the population keeps growing.
<b>Build (2030)</b>	• Reflects all the investments identified in the 2027-2030 MTIP.

## 6. Federal Performance Targets including Safety, Bridge and Pavement Condition, System Reliability,



## Discussion and Questions

- ❖ Do TPAC members have a good understanding of the performance measures and evaluation tools?
- ❖ What feedback might TPAC members have about how this information is being used?
- ❖ What types of additional analysis would TPAC members think would be beneficial to them and the MTIP process?

Committee members raised questions about how much of the proposed work and methodology is to meet minimum federal guidelines and is any of it going above and beyond? Blake answered that they are meeting federal guidelines and state climate goals. They also asked if TPAC will get another look at this project before public review. Blake answered that TPAC will have three more looks at this project including their recommendation to JPACT all within the first three months of 2026.

### **TV HIGHWAY TRANSIT AND SAFETY PROJECT**

Kate Hawkins presented on Tualatin Valley Highway and Safety Project as it moves from the planning phase to design.

Her presentation included: Project Overview, Locally Preferred Alternative and Next steps.

Project location is TV Highway between Beaverton and Forest Grove replacing TriMet's line 57. Line 57 is being addressed because of safety, ridership, rider experience and travel times.

Project benefits:

- Safety and Accessibility
- Improved rider experience
- Service Enhancements

Funding strategy: Local & Regional Partners \$100M, Federal Small Starts \$150M, State \$50M

Next steps:

# Project next steps

- **Spring 2025**
  - LPA approval by local jurisdictions, approval by the TriMet Board, endorsement by JPACT and Metro Council
  - Local jurisdiction IGA approvals to commit Project Development funds
- **Summer 2025**
  - Legislative session determines state contribution
  - Apply for admission to Project Development

Committee members were asked if they or their JPACT member need any additional information before staff return for a recommendation on the LPA in June.

This project and presentation received lots of support and appreciation from committee members. It was noted that this project benefits 4 Washington County cities and that Washington County TPAC member and JPACT member fully support it.

Committee members had questions about a section of area between Hillsboro and Cornelius that exists outside of Metro's jurisdictional Boundary and if there are any anticipated hiccups or special care needed. Dave Aulwes, TriMet, responded that there are no urban developments being proposed outside of the UGB.

## **ADJOURN**

There being no further business, Chair Kloster adjourned the meeting at 11:00 a.m.

Respectfully submitted,  
Dorian Campbell, TPAC Recorder

*Dorian Campbell*



Attachments to the Public Record, TPAC meeting, April 4, 2025

	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
*	Agenda	3/07/25	03/07/25 TPAC Meeting Agenda	040425-1
*	Document	2/28/25	TPAC Work program	040425-2
	Memo	3/26/25	To: TPAC and Interested Parties From: Ken Lobeck, Funding Programs Lead TPAC MTIP Monthly Submitted Amendments: April 2025 Report	040425-3
	March Meeting Minutes	3/7/25	TPAC Meeting Minutes	040425-4
	Draft Resolution	4/4/25	Resolution No. 25-5481 For the purpose of adding, amending, or canceling three projects to the 2024-27 MTIP to meet federal project delivery requirements	040425-5
	Memo	3/28/25	To: TPAC and interested parties From: John Mermin, Senior Transportation Planner 2025-26 Draft Unified Planning Work Program (UPWP)	040425-6
	Memo	3/28/25	To: TPAC From: Ally Holmqvist, Senior Transportation Planner Community Connector Transit Study: Vision and Policy Framework	040425-7
	Memo	4/4/25	To: TPAC and Interested Parties From: Blake Peres, Associate Transportation Planner, Jean Senechal Biggs, Resource Development Manager 2027-2030 MTIP Performance Evaluation Approach and Methods	040425-8
	Presentation	4/4/25	TV Highway Steering Committee Recommendations	040425-9

\* Included in meeting notice packet

\*\*Distributed after meeting notice packet or presented at meeting