

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **Transportation Policy Alternatives Committee (TPAC)**
Date/time: Friday, September 6, 2024 | 9:00 a.m. to 12:00 p.m.
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Jeff Owen
Dyami Valentine
Judith Perez Keniston
Jaimie Lorenzini
Jay Higgins
Mike McCarthy
Chris Ford
Gerik Kransky
Bill Beamer
Sarah Iannarone
Sara Westersund
Jasia Mosley
Indi Namkoong
Ashley Bryers
Katherine Kelly
Steve Gallup
Shauna Hanisch-Kirkbride

Affiliate

Metro
Clackamas County
Washington County
SW Washington Regional Transportation Council
City of Happy Valley and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
City of Tualatin and Cities of Washington County
Oregon Department of Transportation
Oregon Department of Environmental Quality
Community member at large
The Street Trust
Oregon Walks
Community member at large
Verde
Federal Highway Administration
City of Vancouver
Clark County
Washington Department of Ecology

Alternates Attending

Karen Buehrig
Sarah Paulus
Francesca Jones
Dayna Webb
Will Farley
Dakota Meyer
Gregg Snyder
Kate Lyman
Glen Bolen
Jason Gibbens

Affiliate

Clackamas County
Multnomah County
City of Portland
City of Oregon City and Cities of Clackamas County
City of Lake Oswego and Cities of Clackamas County
City of Troutdale and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
TriMet
Oregon Department of Transportation
Washington State Department of Transportation

Members Excused

Allison Boyd
Eric Hesse
Tara O'Brien
Laurie Lebowsky-Young
Lewis Lem
Marianne Brisson

Affiliate

Multnomah County
City of Portland
TriMet
Washington State Department of Transportation
Port of Portland
OPAL Environmental Justice Oregon

Shawn M. Donaghy
Danielle Casey

C-Tran System
Federal Transit Administration

Guests Attending

Adam Torres
April Bertelsen
Bryan Graveline
Clark Goldenrod
Doug Forsyth
Eve Nilenders
Gabriela Lopez
Henry Miller
Jean Senechal Biggs
Jessica Engelmann
Jonathan Maus
Joseph Auth
Kenny Werth
Mat Dolata
Max Nonnamaker
Michael Hashizume
Miranda Seekins
Miranda Wilson
Nick Fortey
Tiffany Gehrke
Trevor Sleeman

Affiliate

Clackamas County
Portland Bureau of Transportation
Portland Bureau of Transportation
Portland Bureau of Transportation

Multnomah County

City of Tigard
City of Beaverton
City of Beaverton
BikePortland
City of Hillsboro
Oregon Department of Transportation
City of Hillsboro
Multnomah County
BikePortland
Washington County

Federal Highway Administration
City of Tigard
Oregon Department of Transportation

Metro Staff Attending

Abigail Smith, Ally Holmqvist, Andre Lightsey-Walker, Anthony Cabadas, Blake Perez, Caleb Winter, Cindy Pederson, Grace Cho, Hanna Howsmon, Jai Daniels, Jake Lovell, Jaye Cromwell, John Mermin, Kadin Mangalik, Kate Hawkins, Ken Lobeck, Kim Ellis, Marie Miller, Marne Duke, Matt Bihn, Matthew Hampton, Michaela Skiles, Ted Leybold, Tim Collins, Tom Kloster.

Call to Order, Declaration of a Quorum and Introductions

Chair Kloster called the meeting to order at 9:00 a.m. Introductions were made. A quorum of members present was declared. Reminders where Zoom features were found online was reviewed.

Comments from the Chair and Committee Members

Updates from committee members around the region

Chris Ford announced as part of the state executive branch agency request budget, ODOT submitted its budget based on expected revenues which are \$350 million short for the 2025 biennium. The biennium starts July 1, 2025. We've said that if the current revenues stay the same, there's going to be a substantial reduction in services facilities and staff. That's been in the news, and I don't think it's a shock to anyone. A lot of the agencies here are facing the same issues and have been supportive of the whole idea to ultimately make sure that operations and maintenance are taken care of in our transportation system. New projects are great. They do good things. But being able to operate and maintain the system that we have with the staff and expertise is definitely the main focus. We continue to be hopeful that capital projects are a secondary or tertiary discussion, knowing that is a first line concern.

Most of you know that the Joint Committee on Transportation are doing road shows around the state. They have been listening to issues in different parts of Oregon. They started the whole tour in early June in Portland and they're coming back to the region. The 26th they will be in Happy Valley and the 27th they'll be in Hillsboro. I believe that's the end of the tour. Every few years ODOT has a local consultant survey. It's a place to provide feedback about the level of customer service and engagement that ODOT provides and all its services. We have a lot of different types of services, ones you're familiar with and others not. It's been minimal participation and response, and we need everyone's help. This is an FHWA requirement, so we need a good amount of response. It will take five to 15 minutes. I encourage you to have your agency or organization fill that out and pass it to those in your network. The closing deadline is Sept. 27. A link to the survey was shared: <https://www.cognitoforms.com/ODOT2/ODOTLocalConsultationSurvey2024>

Chair Kloster announced the first hybrid meeting for TPAC was pushed back from October to the November 1 meeting. We are arranging to have technical support to assist in the Metro Council Chamber. Metro Regional Center continues to be under construction and upgrades making it challenging for attendees until a bit later in the year. The November 1 meeting will be hybrid allowing for in-person and online option attendance.

Karen Buehrig announced she would be stepping away from the member position on TPAC, representing Clackamas County. Jeff Owen will now serve as the member. Appreciation to the committee and Metro staff was given for the 13 years served on the committee. Acknowledgement was given to the many projects and programs that the County worked on through this committee and Metro's support providing transportation access to jobs and trail systems, and investments that help improve systems in the region.

I would urge people to recognize that when it comes to transportation and other things it's not one size fits all. There are unique solutions for unique places. The thing that makes Clackamas County unique is its hills and trees, and its access to nature and the rivers that run through it. But those are the same things that make access more challenging. We don't have a grid network because we have to get over hills and we have to connect over rivers. As we think about our planning for those areas, we have to be very thoughtful and think of innovative solutions and tackle those hard problems.

Yesterday I ran across the 1995 legislative agenda where the region was working on how they could move the Sunrise Corridor forward. It's been on the Regional Transportation Plan for that many years, and recently we have been working with the community to figure out how we get the right solution for right now in that area.

The largest piece of land that's within the Urban Growth Boundary that doesn't have urban zoning is right outside Happy Valley. Also, in Clackamas County we have the largest number of urban reserves. We have those spaces that are transitioning both from rural to suburban, suburban to urban. We need to figure out how we have the best access for all of those people living there and moving there and accommodating the needed housing units in the densities that we need.

I want to leave you with a thought that we should be thinking about the solutions that are appropriate and how we can make sure we're creating those 20-minute neighborhoods so the people of Happy Valley can take transit to their jobs in the industrial land area. We need to have people given access to great transit for jobs, parks, services and diverse lifestyle choices. The committee thanked Ms. Buehrig for all her efforts and work.

Redistribution fund request form availability (Ted Leybold/Ken Lobeck) Mr. Leybold noted you may remember a month or two ago we approved the allocation of \$10 million of redistribution funds to go to recent regional flexible fund allocation projects that have received funding in the past but have not gotten through to construction yet. Some are struggling with high inflation impacts that have occurred over the last few years in terms of being able to afford to build their projects to full scope. Those funds are now available, or an application for those funds. It's been distributed to the TPAC interested parties list. We ask the committee to forward to county coordinating committees and others in your mailing lists. These applications are due Oct. 11. If you have any questions about them you can contact Mr. Lobeck or Mr. Kaempff. In terms of filling out the forms we ask you to provide a little bit of information about the cost increases and why those have occurred. We'll come back to you after doing some processing and evaluation, returning to TPAC with some recommendations by January 2025 for how to allocate those to projects.

Mr. Lobeck added these funds are available but consider on top of your existing program how we programmed it. This becomes potentially an issue for overmatch projects with Overmatch. Also, on the project list we put out that was just an initial generic list. We didn't review it that closely. There have been a few that have come back noting projects already done. You're not going to get anything for that. We had one apparently come in where we did a fund transfer we forgot about. That's not eligible. You do not want to try and put federal funds on a project that's now locally funded. You are responsible for the match. The match is 10.27%. I don't think there will be any variation on that at all.

If you are going to construction, you might want to get an updated cost estimate on your phase. About 99.9% of the projects going forward into construction are coming in short. That will help determine if you're getting money on top of that. If you plan to submit multiple submissions think about prioritizing of importance so it provides a fairness to how we'll allocate the funds. If you have any questions simply contact me so we can talk about the project.

Monthly MTIP Amendments Update (Ken Lobeck) Reference to the memo in the packet was made on the monthly submitted MTIP formal amendments submitted September 2024 Report. Questions on the memo can be directed to Mr. Lobeck.

Fatal crashes update (Anthony Cabadas) The July – August regional traffic deaths was reported by Anthony Cabadas, new staff member to the Metro Safety team. To reaffirm, Metro's actions are being continually committed to systematic change that can prevent future deaths with safe streets, safe speeds, safe people, and safe vehicle sizes, and post-crash care and response. Some of the actions regional partners are taking for safer streets were shared:

- Metro SS4A Program: Identified city and county high injury corridors using 2017-2021 crash data showing where the highest concentration of serious crashes occur. Learn more: <https://storymaps.arcgis.com/stories/5a4c5040c8a7493fb877bc4e529ebdf7>
- Oregon Walks and PCCC Community Project: Collaborated on the Speed Kills campaign to develop a story map showing the link between travel speed and pedestrian traffic deaths. Learn more: StoryMap: <https://storymaps.arcgis.com/stories/c3f7afa7d4fd4f149f2f1250ce248e74> and Map: <https://portlandcc.maps.arcgis.com/apps/instant/basic/index.html?appid=fe9a2f57151d4e3590ef866cf469edb0>
- FHWA: Sharing a new resource of case studies of Promising Practices to Address Road Safety among People Experiencing Homelessness. Learn more: <https://highways.dot.gov/safety/zero->

Sarah Iannarone noted it's absolutely horrifying that we have so many deaths in these summer months. I hope that as we are talking about maintenance and operation of our transportation system, safety for all users is considered a basic, essential element when we are weighing investments and trade-offs.

Chris Ford thanked Ms. Iannarone for her thoughtful comment. ODOT's funding request to the legislature is focused on service functions - maintenance and operations as well as customer service at DMV and CCD. The secondary request is for boosts to safety system investments - preservation, programmatic and systematic safety investments (such as ARTS), safe routes to schools funding, the on-road bike and ped network, and great streets. The annual estimated need and annual funding gaps for these programs is in slide 11 of the transportation funding need presentation made at the April Region 1 Area Commission on Transportation: <https://www.oregon.gov/odot/Get-Involved/ACT/R1ACT-040124-TNS-presentation.pdf>

Transit Minute (Ally Holmqvist) Ms. Holmqvist noted the goal of this monthly presentation is greater awareness about where we're at in the post Covid recovery and what our transit agencies are doing to support that and the ways that all partners in the region can also support transit ridership recovery through investment as something that we all own together. Each monthly report going forward will have a quick look at ridership statistics and then a feature on recent efforts or investments made by partners to spur a future inspiration.

Starting with statistics, a graph was shown on current ridership over the past three years. It was noted ridership has normal regular ups and downs due to many factors. We will focus more on significant trends and comparing year over year. We had an 8% ridership increase over this time last year and puts us at about 69% of pre-pandemic ridership earlier this year. During the lull in May regional capital improvement projects progressed in the region with efforts to get the system ready for the busiest time of year that we expect in the fall. Highlights of this work were shown.

Jeff Owen noted great to see the snapshot slide for total MSA regional transit ridership and progress; Next challenge: Can we also grow that effort to be more fully multimodal for all modes to show a more comprehensive regional mobility snapshot across all modes.

Dyami Valentine added nice job Ally! Thanks for shout out to the transit improvements being made throughout the region. Appreciate making time for this. April Bertelsen agreed. Thank you, Ally and fellow transit providers, for continuing to improve transit and elevate awareness! Kate Lyman added echoing what others have said - thank you Ally for all of the great info about transit happenings in the region!

2028-30 RFFA Step 2 – Call for Projects (Grace Cho) Ms. Cho noted today is the opening day of the Regional Flexible Fund Allocation Step 2 Call for Projects. We had a workshop earlier this week for potential applicants where we covered a bit of information. A link to the application workshop event, where slides and recordings were shared, for information to refer back as you begin your applications for Step Two was shared: <https://www.oregonmetro.gov/events/applicant-workshop-2028-30-regional-flexible-fund-step-2-allocation/2024-09-04>

A ShareFile link was shared to link directly into a summary of the letters of intent that we received

as part of the pre-application period that was held in July. https://oregonmetro-my.sharepoint.com/:b/g/personal/grace_cho_oregonmetro_gov1/Ed9M9w-sKLZNvzfUpDjXlhMBu_jqQjE710m5CXNhflpqMw?e=Rly4yc Thank you for regional partners for participating and indicating your interest in Step 2.

Forty potential applications are coming in from the region, just barely squeaking under our application cap of 42. Thirty of them are for construction projects and 10 are for project development. We anticipate that maybe not all of those applications will be submitted because we encouraged putting in more in your letter of intent than planning since there's not penalty of that.

The total estimated cost for those 40 projects was about \$323 million. Quite an over subscription with the requested ask from RFFA funds at about just under \$232 million. Recognizing that Step 2 has approximate allocation budget of around \$47 to \$60 million, but something more likely in the middle, we're probably looking at a program requested amount thus far through the letters nearly five times what's available. I highlight the need to get started on your Step 2 applications early because this will be a fierce competition. For questions you are encouraged to reach out to Ms. Cho. As a reminder, Step One Bond nominations are due by the end of today.

2024-25 UPWP Administrative Amendment for minor budget changes (John Mermin) Mr. Mermin reminded the committee the Unified Planning Work Program (UPWP) is where we provide a brief snapshot of the regionally significant planning work coming up in the upcoming fiscal year, which begins July 1. There's a memo in the packet that includes project narratives with edits shown and track changes. These are minor changes to the budgets for a handful of Metro projects to reflect changes in MPO funding that came in through the Oregon Department of Transportation and some minor adjustments to the Metro budget. For the next step I'll forward the notice of this amendment to USDOT for their approval. These changes will be reflected on our website. For any questions the committee was encouraged to contact Mr. Mermin directly.

A heads up was given that the kickoff of the next years' UPWP will be beginning next month for the projects from July 2025 through June 2026. If you know of any regionally significant planning projects going on in your area that will be getting underway during that time period., please send me the name and contact person so we can include them on our kickoff email that gest sent out next month.

Public Communications on Agenda Items – none received

Consideration of TPAC Minutes from July 12, 2024

Chris Ford proposed the following edits to the minutes:

- Page 8, first paragraph under Key 19071 – I-5 Rose Quarter Improvement Project, first sentence. The project description sentence refers to highway covers (plural); this should be a singular highway cover, not multiple covers).
- Page 10, third paragraph – Sentence – “This was agreed, the recommendation to move an additional \$30 million into the lids project.” ODOT did not agree to the recommendation, and the sentence is confusing. The sentence was deleted from the minutes.

Motion to approve the minutes from July 12, 2024 with proposed edits made by Chair Kloster. Motion passed unanimously.

2023 Regional Transportation Plan Implementation and Local TSP Support Update (Kim Ellis/Andre Lightsey-Walker) Kim Ellis began the presentation noting the memo in the packet that provided several links to key activities underway to support local and regional implementation of the 2023 RTP. More links to programs and activities were shared in the chat. A brief overview of the elements in the Regional Transportation Plan (RTP) was shared by Mr. Lightsey-Walker. Information was shared on Transportation System Plans (TSP). Cities and counties build Transportation System Plans (TSPs) to address local transportation needs and challenges. These plans are guided by the statewide planning goals, Transportation Planning Rule, Oregon Transportation Plan, and the RTP.

Metro's role in supporting local TSPs was described. Local TSPs are required to demonstrate substantial compliance with the RTFP to be deemed consistent with the RTP. All jurisdictions currently comply with the RTFP. There are no deadlines for TSP updates. Historic TSP support methods includes a TSP liaison program. The link for a list of program liaisons was shared: <https://www.oregonmetro.gov/sites/default/files/2024/09/05/Local-government-liaisons-list-August-2024.pdf>

A checklist of Emerging TSP Support Methods and Next Steps was shared:

- Local Liaison Program Reboot
- RTP/RTFP/TPR Crosswalk
- Metro guidance on specific topics
- Updates to online maps and data
- Expanded project list data
- Metro TSP Office Hours
- TSP Coordinating Committee
- TSP support survey

Comments from the committee:

Jeff Owen was curious about the crosswalk. How soon do you think that would be completed. At Clackamas County we are soon to do a full TSP update. That would likely last the duration of 2025 and 2026. Curious on timing when you think some of those documents, including the crosswalk, might be completed.

Kim Ellis noted the crosswalk is something that we have started and developed. We would like to review it with ODOT and DLCD staff before we put it out there. I think in the next couple months would be the timing of the High-Capacity Transit checklist and TDM/TSMO system completeness guidance that is already posted on the TSP webpage. We will give updates at TPAC when new information is available. But we thought that type of crosswalk would not only benefit us and help you, and maybe save resources in terms of having a consultant having to do that. Often that's a key part of their work when they get into a TSP update.

Mike McCarthy thanked the staff for pulling all this together, which was thought to be really helpful. For us in Tualatin, we're quite a way into our TSP work now. I think Beaverton is in a similar state, and I know a number of other cities around Washington County are starting or will soon be starting updates. I think if you can email out to the group resources as they become available, or a form that would get it all out to everyone, all of our counterparts around the region, that'd be very helpful. Ms. Ellis noted we will have a fact sheet that will have links to everything in one place. It was added staff could attend coordinating committees periodically to provide updates. Our staff serves as liaisons to coordinating committees and attends these meeting now.

Chair Kloster added we can also make sure we get to all of the jurisdictions. Mr. McCarthy agreed. When we get to a point where you think you have a lot of the tools together or available or soon to be available, it would be great to have a presentation at the coordinating committees.

It sounds like a TSP work group, but wanted to ask if you would include some of the consultants in that as well. I know there are a few different consultant companies that work with a lot of the cities around the region, and I would imagine it would be helpful to have them at the table also. Mr. Lightsey-Walker agreed, that's the plan. I think that one of the survey questions we were going to ask is if your jurisdiction is working with a consultant to develop your TSP and get an understanding of that distribution, and definitely have consultants involved in that.

Jaimie Lorenzini noted these tools are really cool and I know they will be updated over time. Given the frequency of potential updates would it be possible to house the links on a planned resource webpage? Mr. Lightsey-Walker noted we have a TSP webpage and we have been updating it periodically. We will continue to do that. Once we think we have everything up to date we'll do an announcement about that. Chair Kloster added we might push that page out to the coordinating committees as well, so people have links to things on a website to find information.

Jay Higgins noted I think coming out of COVID there's a discussion about the RTP being updated. I'd like to know a little about that part of the plan. How does that work in, because we're expected to be compliant with it and upcoming processes. How do we time that out? Ms. Ellis noted we will be updating the Regional Transportation Functional Plan. But we are basically deferring that to begin later next year, not this year, for a number of reasons.

One, there are some of the climate related work that we need to do in the near term and address those corrective actions that we've identified with the Climate Smart Strategy. There's also work scoping right now for the Future Vision Update, which is going to lead to an update to the 2040 Growth Concept that will also lead to Functional Plan updates. This will allow us time to sync up a little bit more with that work. Then we will work through TPAC and MTAC to develop the needed updates because there were so many changes to the transportation planning roles that it's going to take us some time. There may be some pre-work that we're doing before we get into that update.

The questions that have been raised now with the changes in the transportation planning role and the new RTP that we're working through is helping us identify what parts of the functional plan are going to need to be updated. Some of them lightly but some are more significant, particularly around the performance measures and performance standards work. That work would be 2025 and into 2026 and feed into the Regional Transportation Plan update.

Forward Together 2.0 Vision (Kate Lyman, TriMet) The presentation began with an overview of the purpose of Forward Together 2.0. This provides an aspirational vision for TriMet service growth, responds to community desires and supports TriMet's Vision 2030, identifies how to meet targets for ridership in the Regional Transportation Plan, and will be used as a tool to seek additional operating revenue. Forward Together 2.0 builds on Forward Together 1.0 and replaces former unified service enhancements plans.

Provided were the project timeline, draft future network and MAX service concept where All MAX segments would operate at 7.5-minute frequency or better. Each County and Central Portland were shown with MAX or FX and bus lines with the envisioned plan. The Forward Together 2.0 vision

increases weekly revenue hours by 56%. Ten new FX and frequent service lines are added. By 2045 residents within ½ mile of frequent service reach 1.14 million people (54% of all district residents). Jobs reachable in 45 minutes increase by 46%. Jobs reachable in 45 minutes by residents living in equity areas could reach 107,000.

It was noted the public outreach phase of the project has been put on hold for another year until TriMet can get more clarity on the pace with which we can deliver Forward Together 1.0. Recent improvements and new service changes need to be understood before we can present to our community how quickly we can do this plan. We are integrating all these concepts with the FX system plan, so when we come out to the public in a year, we have a vision that shows where the FX corridors would go as well as how the local bus lines might adjust to those corridors if adjustments are needed.

Comments from the committee:

Jeff Owen thanked TriMet for presenting some of this material yesterday to CTAC. Appreciation for the work was given and excited by the vision our region has with aggressive goals. We have a lot of needs all around the region and number dollar signs get bigger and bigger over time. As our region grows priorities are a really big input. We can do something like the RTP, thinking of a lens of what's financially constrained versus strategic. A question for you might be obviously this isn't cost it out, but maybe an open question to everyone is to think about, with bold visions, how do we prioritize and how are we going to make decisions about what essentially could be tons of exciting great ideas on the map that we don't quite know the dollar signs of just yet. How would TriMet in this regard think of prioritizing and spending funds at a time when many agencies all around the table are a little tight for funds. How do we both balance this great, big bold vision with being financially constrained as well.

Jay Higgins thanked TriMet for the workshops they have been presenting. It's great to get together as a county and we think about it with all other cities and how the service process those batteries and gets improved. We really enjoyed this process thinking forward. You mentioned you checked this against the RTP which is that 2045 horizon, but you said there's this 2030 Vision. Can you explain that again, what's the horizon for this plan, what's the aspiration.

Ms. Lyman noted the horizon for this plan is 2045. We want it to be useful in the next RTP update as helping to provide input to the strategic transit network separately. TriMet has our leadership own goal called Vision 2030. That's a near-term goal for us to try to meet certain ridership target by the year 2030. That's just an internal goal. That's a goal set by our Executive Team and its sort of separate from the RTP but the vision for the timeline for which all of these service improvements would be delivered is presumably 2045.

Mike McCarthy thanked TriMet for the good work that went into pulling this whole thing together. I like the new and expanded service lines highlighted in yellow all over the region that closely match a lot of the transportation demand lines out there. A couple of things I wanted to mention. Add or include in the next version the I-5 Sound Corridor, which is where we have the most people coming in and out of the Portland Vancouver region on a daily basis. It seems notably absent in terms of service. That's one that we just keep seeing more and more demand on. I think we're a couple hundred thousand people a day coming in and out of the region that way. This seems that a flow that we should be serving with transit. We're also seeing more people commuting in and out of the Metro region from some of the outlying cities. I'd love to see us do more to either connect with the

transit systems in those areas or have direct service to and from those areas. I think if by doing that we could reduce our VMT per capita for the whole state or region.

Ms. Lyman noted the questions you had about service out to Newberg and areas in that direction might be something Ms. Holmqvist could discuss in her Community Connector Transit Study, or what used to be called the First Last Mile Study. Ms. Holmqvist added we actually just had a meeting talking about some transit provider workshops that we're planning for on that effort. This is something I'll talk a little bit more about in October. We are planning to convene the agencies in the region, but then also the inner-city providers to start talking about the connections between the different transit routes, a little bit in the mobility hub portion of the Community Connector Transit Study that we're now calling it. We're also talking about just service in general and where there may be opportunities to fill gaps and efficiencies. That is something that we are going to be looking at in that study in certain ways. I'll be talking a lot in October on what's envisioned. This is something we were looking and thinking about, both growths to growing areas and also of the edges of the region. Get a sneak peak at our project website: <https://www.oregonmetro.gov/public-projects/community-connector-transit-study>

Mr. McCarthy noted we were finding out in our TSP that we have about 30,000 people a day commuting to and from Tualatin and of those 8,000 are coming from outside the Metro area. Chair Kloster noted in the RTP there's a placeholder for an access to transit. The idea was providing access to our fixed route system. Ms. Holmqvist will come back and talk about that and get feedback in terms of where the gaps are especially how can we provide access from places where fixed route doesn't work or can't be justified, but still needs to have a connection to the fixed system.

Indi Namkoong was excited to see a possible new north south line in her neighborhood that could be a bit of a struggle in her neck of the woods. In trying to capture information, you named a 45% increase in service. I think seeing this plan gives a lot of runways to get people excited about what the future can look like and brought in on helping to grow this together. Do you have any sense at this point of the kind of revenue or budget growth you'd need to sustain this level of service in the long run? Obviously, not next year, but out towards the farther ends of this timeline.

Ms. Lyman noted we are working on that calculation. In addition to not just additional operating revenues to support more bus drivers, more mechanics, everything that we would need to expand our capital facilities, most likely to deliver this kind of service. We need more buses, more trains, and more places to store and maintain them. So, we are working on that kind of implementation plan to be more specific about the revenue required to deliver it.

Jaimie Lorenzini had a question about the revenue side of the equation. Going into 2025 I know the OTA is proposing a very sizeable increase to the STIF funding, and from my understanding, when we look at Forward Together 1.0 the revenue side of the equation isn't so much the issue as much as is the labor constraints. I'm curious what's happening with the balance of those unallocated dollars. Are they carried forward? Are they repurposed for other elements of the plan? How does that work?

Ms. Lyman asked the unallocated dollars in the current STIF plan, is that what you're referring to? Ms. Lorenzini noted for the funding that otherwise would have been used to implement for Together 1.0. Is that been held in a reserve for when labor does become available? Ms. Lyman noted I would be happy to get back to you on that question. I don't want to give you an incorrect answer but I can check with our finance team to see exactly what's happening with those dollars and let you

know. Ms. Lorenzini noted I know it's been such a challenge to figure out the labor side of the equation and it's not just a TriMet issue, it's an all-transit issue.

Ms. Lyman noted we're working really hard on our training programs, analysis of trying to project attrition rates, hopefully with attrition being less and less as time goes on. Labor is one of our biggest challenges to implement right now. As we think about the pace with which we might, if we were to be so lucky as to receive enough funding to deliver some of these ideas and Forward Together 2.0, we would be thinking carefully about the pace at which we could actually deliver that, given the realities of the labor force in this region.

Dyami Valentine appreciated the collaborative effort on this. Kudos to your team and developing this project and improving coverage. It certainly is aspirational and building on what other talked about in terms of funding and how we prioritize these improvements. I'm encouraged by some of the proposals that are coming forward in terms of improving and increasing the statewide transportation improvement fund. Hopefully everyone's legislative priorities are aiming in the same direction and we're all supportive of that effort.

Francesca Jones noted the City of Portland is excited for the Forward Together 2.0 effort overall, and we're excited that TriMet is taking an aspirational approach and want to voice our support for the hold on outreach to integrate the engagement. We know that it would be ideal to do the outreach for both Forward Together 2.0 and FX integrated together. We see that there needs to be an increased service frequency on the FX lines and that should be reflected in Forward Together 2.0.

Adjournment

There being no further business, meeting was adjourned by Chair Kloster at 10:41 a.m.

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, September 6, 2024

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	9/6/2024	9/6/2024 TPAC Agenda	090624T-01
2	2024 TPAC Work Program	8/30/2024	2024 TPAC Work Program as of 8/30/2024	090624T-02
3	Memo	8/28/2024	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments: September 2024 Report	090624T-03
4	Memo	8/30/2024	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Administrative amendments to the 2024-25 Unified Planning Work Program (UPWP)	090624T-04
5	Minutes	7/12/2024	Draft Minutes from TPAC July 12, 2024 meeting	090624T-05
6	Memo	8/30/2024	TO: TPAC and interested parties From: Kim Ellis, AICP, Climate Program Manager André Lightsey-Walker, Associate Transportation Planner RE: Update 2023 Regional Transportation Plan Implementation Activities	090624T-06
7	Presentation	9/6/2024	Forward Together 2.0 A Long-Range Plan for TriMet Service	090624T-07
8	Presentation	9/6/2024	Fatal Crashes Report: July-August traffic deaths in Clackamas, Multnomah and Washington counties	090624T-08
9	Presentation	9/6/2024	Transit Minute Update	090624T-09
10	Memo	9/6/2024	TO: TPAC and interested parties From: Grace Cho, Principal Transportation Planner RE: 28-30 Regional Flexible Fund Step 2 – Summary of Letters of Intent Received	090624T-10
11	Presentation	9/6/2024	Regional Transportation Plan Implementation	090624T-11