



# Meeting minutes

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

Date/time: Friday, March 31, 2017 | 9:30 a.m. to noon

Place: Metro Regional Center, Council chamber

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## **Members Attending**

Tom Kloster, Chairman  
Karen Buehrig  
Chris Deffebach  
Lynda David  
Judith Gray  
Nancy Kraushaar  
Katherine Kelly  
Dave Nordberg  
Michael Williams  
Phil Healy  
Tyler Bullen  
Glenn Koehrsen  
Alfred McQuarters

## **Affiliate**

Metro  
Clackamas County  
Washington County  
SW Washington Regional Transportation Council  
City of Portland  
Cities of Wilsonville and Clackamas County  
City of Gresham and Cities of Multnomah County  
Oregon Department of Environmental Quality  
Washington State Department of Transportation  
Port of Portland  
Community Representative  
Community Representative  
Community Representative

## **Alternates Attending**

Jessica Berry  
Todd Juhasz  
Alan Lehto  
Jon Makler

## **Affiliate**

Multnomah County  
City of Hillsboro and Cities of Washington County  
TriMet  
Oregon Department of Transportation

## **Members Excused**

Rachael Tupica  
Charity Fain  
Heidi Guenin  
Patricia Kepler

## **Affiliate**

Federal Highway Administration  
Community Representative  
Community Representative  
Community Representative

## **Guests Attending**

Nicole Hendrix  
Dwight Brashear  
Brad Dillingham  
Jaimie Lorenzini  
Zoe Monahan  
Kari Schlosshauer  
Lidwien Rahman  
Hannah Day-Kapell

## **Affiliate**

South Metro Area Rapid Transit (SMART)  
South Metro Area Rapid Transit (SMART)  
South Metro Area Rapid Transit (SMART)  
City of Happy Valley  
City of Tualatin  
National Safe Routes to School Partnership  
Oregon Department of Transportation  
Alta Planning & Design

## **Metro Staff Attending**

Ted Leybold, Resource Development Manager  
Dan Kaempff, Principal Transportation Planner  
Tyler Frisbee, Policy and Innovation Manager  
Tim Collins, Senior Transportation Planner

Lake McTighe, Senior Transportation Planner  
Ken Lobeck, Senior Transportation Planner  
Lisa Hunrichs, Administrative Specialist IV  
Marie Miller, Administrative Specialist II

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

Chairman Kloster called the meeting to order at 9:30 a.m. and declared a quorum was present. Member introductions were made. Lisa Hunrichs was acknowledged for her administrative support with the committee. Hunrichs will be focusing more time in the Planning and Development Executive offices. Chairman Kloster introduced Marie Miller as the new administrative support for TPAC.

## 2. Comments From the Chair

- **Update on process to develop regional active transportation pipeline of projects (Lake McTighe)** McTighe has been attending several coordinating group meetings to present material to identify and develop regional active transportation projects. The MTIP policy efforts have set forward strategic action policies for potential new state and federal funding. A prioritized list of projects has been developed for \$300 million and \$600 million funding scenarios to support the region's efforts to increase transportation funding, including the current efforts at the Oregon Legislature. The funding scenario levels of investments and projects will be refined through the development of the RTP investment strategy to become the region's 10-year investment strategy in active transportation. McTighe will be presenting further updates at JPACT and MTAC meetings, as well as in Salem on April 24, 2017.

- **Transit Budget Update (Ted Leybold)**

Leybold presented information about SMART and TriMet's proposed annual budget process which prioritizes and determines the transit capital investments for the near term. For those investments using federal transportation funds, these will be programmed as part of the 2018-2021 MTIP. Leybold directed attention to a memo handout outlining this process. JPACT and Metro Council will be asked to approve the programmed expenditures as part of their adoption of the 2018-2021 MTIP in late summer, 2017.

Leybold stated that the federal funding were consistent their budget decisions. Committee members are welcome to contact directly transit agency staff and provide public comments at meetings. Alan Lehto, TriMet, added that the majority of these funds were formulated for capital maintenance, with more eligible for community job connections. TriMet has also received two highly competitive grants; to procure five electric buses next year, and a multi-modal online trip planning program. TriMet will also be committing funds for transit services for seniors and people with disabilities.

- **RTP Online Poll Results (Tom Kloster)**

Chair Kloster presented information from the recent online poll taken, from March 3 through 28, 2017. Results showed the top two most highly rated type of transportation project needed soonest was maintenance and safety. Given the choice of increasing funding levels or reducing planned investments to match current funding levels, 65% responded to the need for more transportation funding to expand and maintain our system of roads, bridges, transit, bikeways and sidewalks. A map was also provided that showed the number of respondents by zip code in the region.

- **CMAQ Update (Ted Leybold)**

Leybold reported on discussions with CMAQ funding rates, and possible updates to the formula process running through the state, with different regions and allocation factors being considered. These funds go to ODOT for processing, but are being formulated for distribution to local areas to manage, not centralized by ODOT. Non MPO areas would be managed by ODOT,

but MPO areas, including Metro, would manage their own allocations. Ad hoc committees with representatives from all regions have met twice, with staff from MPO's recommending criteria for policy based consideration to reflect outcomes with community needs.

To questions on input from other MPO's and existing factors seen before with the process, Leybold responded that all regions have participated with input, and Metro's policy-based preference has a strong foundation for consideration. Existing factors, including Metro's eco rule for air quality factors, and recognition of costs already placed in the plan for transportation related commitments make a strong case with ODOT's consideration for these funds.

- **Comments from Committee Members.** Alan Lehto, TriMet, reported on proposed service improvements being developed for next fiscal year.

### 3. Citizen Communications on Agenda Items

There were no comments.

### 4. Consideration of TPAC Minutes for February 24, 2017

Discussion: Phil Healy corrected his attendance as the Port of Portland represented at the meeting, not Mike Coleman. Katherine Kelly noted that she was a jurisdictional partner in the Powell Division Transit and Development Project's Steering committee, part of agenda Item 8.

**MOTION: To approve the minutes of February 24, 2017 with these edits.**

Moved: Dave Nordberg. Seconded: Jon Makler

**ACTION: With edits, motion passed. Two abstaining: Jessica Berry and Nancy Kraushaar.**

### 5. 2015-18 Metropolitan Transportation Improvement Program (MTIP) Amendment – Resolution 17-4785

Ken Lobeck presented Resolution 17-4785, asking for approval of the MIP amendment that enables new project and required cost/scope to occur in the 2015-18 MTIP, allowing final approval to the occur from USDOT. Approval of this resolution would:

- Send an approval recommendation to JPACT
- Recommend approval of Resolution 17-4785
- Authorize amending the 2015-18 MTIP
- Briefly cover the March 2017 bundled Formal amendment, which includes 12 projects impacting ODOT, Multnomah County and TriMet

Lobeck presented the bundled amendment composition projects and approval process with public notification, JPACT and Council approval. These are consistent with conformity verifications and show no fiscal constraint issues. Alan Lehto, asked if the project description correct for Project Number 19712, Community Job Connectors 2018, with amended changes he provided previously. Lehto will confer with Lobeck on description wording for mediation. Chris Deffebach, Washington County, asked for confirmation that Project Number 12, that constructs a SB auxiliary lane from Lower Boones Ferry Road to the I-205 Interchange and widens the NB Lower Boones Ferry exit ramp, is current and correct. Deffebach will confer with Lobeck for further confirmation.

**MOTION: To approve Resolution 17-4785, 2015-18 MTIP Amendment**

Moved: Chris Deffebach Seconded: Alan Lehto

Discussion: No further comments.

**ACTION: Motion passed unanimously.**

## **6. Recommended Additions to National Highway Freight Network – Draft Resolution 17-4787**

Chair Kloster provided an overview of the resolution with history of where proposed additional miles in the National Highway Freight Network came from, in consultation and coordination with ODOT, Cities and Counties, and partner agencies. Additional materials and handouts were provided with updates, including edits on the proposed resolution, which the committee reviewed. As this process continues, a combined MPO recommendation will be presented to OTC as a single application for designated miles, with eligibility for federal funding, and tied to our regional transportation plan.

Tim Collins gave an explanation for the resolution. The National Highway Freight Network (NHFN) is the highway component of the Interim National Multimodal Freight Network and will increase in Oregon the designation of CRFCs and CUFCs. Critical Urban Freight Corridors (CUFC) are public road in urbanized areas which provide access and connection to the PHFS (Primary Highway Freight System) and the Interstate System with other important ports, public transportation facilities, or other intermodal freight facilities. The metropolitan planning organization (MPO) of Metro, in consultation with ODOT is responsible for designating the CUFCs.

USDOT provided ODOT with a limit of 77 miles for adding to the CUFC, statewide. In January, ODOT based the split in miles between the Portland MPO and the other MPOs in the state by using the proportion of total freight highway miles in the Oregon Freight Plan that are in the Portland MPO. With this, the state of Oregon dedicated 45% of the additional miles, or 34.5 miles, to the Portland region.

Working with the RTP Freight work group subcommittee, ODOT and staff, these proposed miles for designation were chosen based on policy allocations, and prioritized for highest benefit for freight roadway connections. These were shown on the maps and tables provided.

### Discussion Items:

- Katherine Kelly, City of Gresham, asked what the difference was between connectors and main roadway systems in regard to potential funding. Jon Makler, ODOT, responded that the difference between main roadways is significant to Metro, but invisible to USDOT while keeping regional policy visible.
- Karen Buehrig, Clackamas County, recommended titling the map for future roadway connectors and other Critical Urban Freight Corridors (CUFC) so that they are more clearly identified.
- Collins and Chair Kloster clarified how this process came from the calculations USDOT provided to each state, giving Oregon 77 total miles. Out of the workshop with ODOT in Salem, the distribution became 45% Metro, and 55% the rest of the MPOS in the state. The 45% equates to 34.7 miles, which is believed to be not sufficient for freight miles in the Metro area. Metro wanted to factor in truck volumes in the equation, giving more miles for designation in the Portland Metro region.

With these additions in mind, the revised proposed resolution states, “WHEREAS, the 34.7 miles allocated to the Metro region is both inadequate to fully incorporate the main roadway routes adopted in the Freight Network of the 2014 Regional Transportation Plan (RTO) and address the region’s freight needs as a state priority, as identified in the 2016 Governor’s Transportation Vision Panel”.

A second addition to the proposed resolution includes directing staff to prepare correspondence to the Oregon Transportation Commission on behalf of JPACT and the Metro Council on the inadequacy of the 34.7 mile allocation to the Metro region.

- Chris Deffebach commented on the confusion from so many colored lines on the maps. It was suggested that we show exactly which recommendations we want now; not necessarily in the future. Chair Kloster said that the lines can become more clearly defined, but bundling for future miles gives planners a step up for when miles are available in next rounds.
- Judith Gray, City of Portland, recognized the need for continued progress, but concerned about only one review of materials on this matter before presenting a recommendation to JPACT. Gray valued the combined expertise from TPAC members, and while agreeing that freight design standards can be included in general terms, there are undetermined meanings in this resolution yet to be defined. An example of listing the segment of NE Airport Way for a Freight addition in the Network, with Portland plans to make transit improvements on this segment also, shows duplication. Gray would be prepared to make a qualified recommendation on the resolution, after hearing from other members.
- Chair Kloster appreciated the comments from the committee, and why this draft of the resolution was important. The preference in the process is to give JPACT a full month of review on the matter, provided with the recommendation from TPAC, not staff report, with the implication that these are general in nature and designed with future planning in mind.
- Alan Lehto commented on the mostly limited access of roadways as opposed to freight access. He would like to see the focus on freight for these designations, while also incorporating future transit plans in these areas. Transit roadways will be impacted and should be considered. Chair Kloster mentioned that he didn't believe there was a specific design constraint on the designations. There was acknowledgment that the new Federal Administration rules may affect these decisions.
- Alan Lehto suggested that more emphasis be given to state needs in the resolution description. On page 2 of the resolution where it states to "address the region's freight needs as a state priority", it should stress the state's freight needs.
- Michael Williams, WSDOT, mentioned that the I-5 Bridge was not listed on the freight route designation when their agency went through this process, but has since been identified and added. He noted that on the map, the bridge is not shown in its entirety, and recommended it be added for completeness. An update of the map can reflect that.
- Tyler Bullen, community representative, asked what percentage of freight that travels through the region is known as destination to Metro. Chair Kloster said this was a difficult question to answer, in that various freight studies have yet to clearly define this truck movement to designations in the Metro area vs. truck volume through the Metro area.

Jon Makler, presented proposed amendments to the staff report that follows Metro's determination of CUFC 34.7 miles. Makler agrees with Metro that a policy based approach determining these road segments works best. Based on discussions with Metro and the Freight work group subcommittee, ODOT is proposing a change of 10 miles removed from the identified table/map, which would still be included in the category of "other future additions" because these links are important parts of the region's freight network:

- Remove segment 6/7 now named 6a/6b: 99E between the Brooklyn Yard and Milwaukie as well as 224 between Milwaukie and I-205 are important freight facilities, but are unlikely candidates

for federal freight dollars in the near term. ODOT's amendment retains approximately 0.75 miles of 99E between Holgate and Harold to address Brooklyn Yard access.

- Remove segment 10 now named 9: The first phase of the Sunrise Expressway (224) is recently complete. Improved connections between I-205, OR-213 (82<sup>nd</sup>) and OR-224 may be near term but the existing designation of I-205 will cover that.
- Remove segment 11 now named 10: Airport Way between I-205 and NE 122<sup>nd</sup> Avenue.

ODOT proposes to add the following segments to Metro's recommendation. These are, per Metro's principle, contiguous with existing designated federal freight networks:

- Extend segment 2 (US-26) west from Cornelius Pass Road to the Brookwood Interchange (1.4 miles)
- Extend segment 8, now named 7 (OR-212) east to the Sunnyside/Foster intersection (add 4.1 miles)
- Add Marine Drive in Troutdale between Frontage Road and Sundial Road (1.0 miles)
- Add the **planned** Basalt Creek Parkway (Graham's Ferry to Boones Ferry) and the segment of Boones Ferry that connects Basalt Creek Parkway to I-5 (1.0 mile).
- Add 238<sup>th</sup>/242<sup>nd</sup>/Hogan from I-84 to Burnside (East County connection plan; 2.8 miles).

#### Discussion Items:

- Chris Deffebach noted that the blue lines on the map, for future road connections and roadway routes, were not necessarily less important, but showed strategically important for future funding opportunities. With 1,900 acres of planned industrial business sites along 124<sup>th</sup>, planning for future freight access in this area is suggested.
- Karen Buehrig appreciated the hard work by Metro and ODOT in working the proposal and amendments. She agreed that 34.7 miles for designated freight additions to the network was not nearly enough and should clearly be shown on maps with the most critical pieces that are missing from the system. Buehrig noted that some duplication with Sunrise area and Hwy. 212 could be worked on, and while still concerned about the removal of Milwaukie areas which are still important, she stressed the need to highlight what an additional 8-10 miles would do.
- Nancy Kraushaar, speaking on behalf of the City of Wilsonville, appreciated the addition of Basalt Parkway. The potential for multi-agency ask with match by federal is possible. Emerging industrial areas in this area, as well as Sherwood and Tualatin, can benefit from these future identified segments. Kraushaar mentioned past IGA addressing future employment areas, signed by Metro, Washington County, City of Wilsonville and City of Tualatin, to find funding opportunities. Without these efforts, employment in these areas will not be successful.

Speaking on behalf of Milwaukie and Clackamas County, Kraushaar was reluctant to take their segments of 99E and 224 off the map, since future development there is possible. Kraushaar questioned how a map based on miles reflects on Freight connections and improvements? Was this to prepare for future funding or continue with possible RTP policies using the Freight Network? Jon Makler clarified by agreeing that there are not enough miles to address the issues in miles, but that ODOT concurs with Metro in recommending that showing parts left off the map at this time can be shown for further funding, when possible. Chair Kloster added that the policy approach with adoption by officials with these designations was preferred, and regional funds can be identified and prioritized, with future rounds having the data recorded. Kraushaar agreed that the purposes of the map must be shown to JPACT that match strategic plans to funding.

Jon Makler suggested removing the blue lines off the map, showing future connectors and roadway routes, to provide JPACT with what 34.7 miles of freight designation would produce, which is clearly not sufficient. Then, a second map of our Freight Network with additional future miles shown and what we recommend be added. These two maps will help differentiate what's included, and what's left out.

Karen Buehrig clarified that with the two maps, 99E and Hwy. 224 (6a & 6b) be included on both maps, which provides the importance of the most critical missing pieces. Alan Lehto reiterated the need to stress the statewide significance of this issue.

**MOTION: Karen Buehrig motioned to:**

- Forward the amended Resolution 17-4787 (changes in handout provided), and Staff Report with ODOT's map amendments
- Revise the amended Resolution "whereas" to underscore statewide importance
- Create two maps from the current map of proposed additions to the National Freight Network:
  - Map 1: Includes proposed additions and identifies segments 6a and 6b as critical segments that would have been included had sufficient mileage been allocated.
  - Map 2: Shows the "blue lines" to underscore the parts of our freight system left off due to the limited mileage allocated to the region, including segments 6a and 6b; this becomes an exhibit to the letter
- Direct staff to draft a letter to the OTC for the May JPACT packet, recommending this resolution with the inadequacy of the 34.7 mile allocation to the Metro region.

Motion was seconded by Jon Makler. There was no further discussion.

**ACTION: Motion passed unanimously.**

**7. 2018 RTP: Regional Freight Strategy**

Chair Kloster suggested this agenda item be tabled to the April 28, 2017 TPAC meeting due to time constraint. The committee agreed.

**8. Regional Travel Options Plan Update and Regional SRTS Program**

Dan Kaempff presented information on updates with the Regional SRTS data and framework study, with discussion on upcoming RTO planning process and timeline. New to the RTO strategy will be a program structure and funding strategy for investing the \$1.5 million RFFA allocation targeted for SRTS (Safe Routes to Schools) program.

Metro is seeking proposals from qualified firms to conduct a process to develop and write the RTO Strategy. They will contain the following elements:

- Conduct a RTO program overview, policy context and existing conditions
- Establish and lead an in-depth engagement process with stakeholders of emerging policy areas
- Affirm and update program goals and objectives
- Propose updates to Regional Transportation Plan strategy
- Determine what investment strategies best meet the Goals/Objectives/Performance Measures

- If existing funding strategies need to be updated, new program investment strategies, including specific strategies for investing in SRTS, should be developed around several organizing principles
- Develop draft Strategic Strategy for stakeholder, public comment
- Further input from committees with final strategy adoption

Kaempff introduced Kari Schlosshauer, National SRTS Partnership and Hannah Day-Kapell, Alta Planning Design, who presented results from a \$25,000 RTO grant to conduct a study of current SRTS regional programs. Schlosshauer reported on the SRTS framework task force for the study, with school districts, cities and agencies in the region.

The school district survey reported the primary concern for student transportation was traffic safety, with 2/3 of districts facing significant barriers to implementing SRTS infrastructure improvements, and funding the primary implementation barrier. The lack of data and inconsistent records impacted results as well. The needs analysis showed a series of maps for school equity needs, safety needs, school potential impacts, and school area maps.

Best Practices from the survey were:

- Coordination – Recommendation: Host a regional SRTS Task Force to promote partnerships
- Information Sharing – Recommendation: Provide a regional SRTS Data Clearinghouse with data and planning resources
- Data Collection & Reporting – Recommendation: Provide guidance for consistent SRTS data collection and reporting
- Technical Assistance – Recommendation: Provide technical assistance to local jurisdictions in preparing grant applications for underserved schools. Pursue providing mini-grant opportunities.
- Promote SRTS – Recommendation: Develop outreach and/or training materials

Kaempff reported that this information provides a starting place for better understanding of SRTS needs, with better positioning for funding requests at the federal, state and regional levels. Regional Flexible Funds Allocation (RFFA) established SRTS regional program, housed in Regional Travel Options (RTO). RTO Strategy, spring 2017 includes direction from 2018 RTP, Climate Smart Strategies, Oregon TO plan, and SRTS Framework Study.

Policy themes include technology, travel behavior, and marketing. The goals include establishing a 10-year vision and direction of the program, defining roles and funding structure for regional and local partners. Feedback and input from the committee is welcome.

- Judith Gray asked for clarification on the frequency of funding rounds and scope of budget in regard to updates with the program. Kaempff reported that the plan was updated every 5 years, but other funding cycles done every two years did not match. The current strategy is to establish a 10 year period cycle.
- Jon Makler referred to page 4 of the Memo: SRTS Regional Framework Study and RTO Strategy Update, with emerging policy areas. Regarding changing technology, would driverless/automated vehicles be soon considered in travel plan options? Makler felt there was a lack of public and private investment with transportation options and would like TPAC to consider regional conversations on tolls, travel pricing, cost from congestion and other issues.



Kaempff reported this might be a system management vs. demand management policy discussion. These issues might possibly be held specific semi-annual meetings, or placed in the parking lot for future topics on the regular meeting schedule.

- Katherine Kelly commented on the desire to have a recap on the outcomes from the program that would provide a bigger picture. Kaempff reported the evaluation process would cover this.
- Glenn Koehrsen mentioned the difference between rural and urban areas where driverless vehicles in less traffic areas could be cost effective.
- Chris Deffebach mentioned the challenges with coordinating information, especially in regard to different jurisdictions. Deffebach asked what specific methods for input were being asked for further information with the program and strategy. Kaempff reported on a panel being formed for proposal reviews, with Deffebach agreeing to participate.
- Alan Lehto agreed to participate with the proposal reviews. He appreciated the work with the study providing this data. Lehto agreed that shared transit use and automated vehicles with their implications to travel costs in the region should be further discussed.

## **9. 2018 RTP: Building the RTP Investment Strategy**

Tyler Frisbee presented an update on the RTP Call for Projects and evaluation options being formed. Frisbee pointed out the project timeline and where we are now; phase 3, moving to the Call for Projects kick off June 1, 2017. With this in mind, feedback on building the draft RTP Investment Strategy for further review and refinement, and updating RTP evaluation framework that includes updated system performance and transportation equity measures and project criteria identified for testing through the analysis, with further refinement reviewed.

Our work on building a compelling strategy includes:

- Align investment with regional policy and funding outlook as we address regional transportation challenges and public priorities
- Develop a regional pipeline – the RTP Investment Strategy – that builds on policies and strategies adopted by JPACT and the Council
- Implement the Active Transportation Plan, Climate Smart Strategy and Regional Flexible Funds policy direction
- Build a regional coalition and broad support for a compelling plan that can be funded and built

Frisbee provided information being introduced for project evaluation to inform strategy refinements:

- Communication and decision-support tool
- Informs building the draft RTP investment strategy in 2017 and potential refinements in 2018 in response to the system performance and equity analysis and public input
- Limited to projects likely to seek federal, state or regional funding
- Cost threshold of (>\$50M, >\$25M, >\$10M, all)
- Qualitative approach but scored
- Web-based form completed by project sponsors

Investments will be evaluated to show how well they align with RTP goals; system-level evaluation (all projects), transportation equity analysis (all projects) and project level evaluation (TBD projects). The Call for Projects period is June 1 to July 21, 2017. They must build levels of investment into their strategy for evaluation and refinement with constrained priorities in mind, reflecting a more realistic funding outlook, and with strategic priorities the region agrees to work together to fund and build.

Projects must be on the regional system, come from adopted plans, and cost more than \$1 million (or be bundled into program categories). Submittals should be identified collaboratively and coordinated through county coordinating committees and the City of Portland.

Frisbee referred to the memo handout on Project Performance Criteria Options and March 17 Workshop Feedback. Among the feedback items were to better articulate purpose, use and goals; inform and support local choices, show community benefits, increase transparency and accountability, connect planning and investment decision. Other feedback included expanding exempt projects, build in more flex-time for coordination at sub-jurisdiction level, and articulate framework choices.

Framework choices being reviewed by Metro staff, and asking for further feedback are:

- Scoring Options (Numeric v. high-medium-low)
- Cost Threshold Options
- Project Costs Affecting Cost Threshold Trigger (What stage of study is included as cost?)
- 2019-2021 RFFA Pipeline (Should they be evaluated?)
- Criteria Options (Mode-neutral, modal-specific, weighted)
- Timing Options for Applying Criteria

Frisbee reminded the committee of upcoming dates with RTP discussion and action. April 14 is the second TPAC/MTAC workshop, to discuss system performance, transportation equity, and draft project evaluation criteria. April 19 these options and revised proposal will be brought to MTAC for discussion. At the TPAC meeting on April 28, a recommendation will be asked to send to JPACT.

Ken Lobeck provided an update on the draft constrained revenue forecast and possible approaches for setting the overall funding level for 2018 RTP Investment Strategy. The constrained revenue forecast summary (still in development) shows a total of approximately \$18 billion, which includes local revenues, RFFA Regional and Community Federal, ODOT State and Federal (with estimates potentially higher), Federal Discretionary grants, and Transit dollars (still in development and not part of this estimation).

The constrained local revenue picture reflects a total of approximately \$14.2 billion of all types of local transportation revenues among the three counties and Portland. Remaining issues regarding local revenue forecast is determining appropriate ratio of O&M and Capital revenues, removing the O&M portion and determine by each county and for Portland the estimated amount of local revenues that can be committed to capital projects, or trying a new approach.

The new approach methodology would be forecasting operations and maintenance vs. capital local funds. The memo from Lobeck, 2018 Regional Transportation Plan Constrained Revenue Forecast Update, page 2, provides the proposed approach to separate available funds for capital needs for cities and counties to follow.

With the exception of Metro's appropriated revenues, the revenue picture for the remaining federal funds (primarily under ODOT management) is more complex. Metro attempted to develop a simple allocation methodology as a starting point for the identified funding programs. The "81% of 31%" methodology is based on the assumption that ODOT Region 1 would receive about 31% of the identified funds within each funding program. Out of the 31%, 81% of the allocated funds would remain within the MPO boundary area. The 81% of 31% was meant only as a starting point to refine the funding programs. Further refinement of this methodology will be developed.

The region may receive periodically additional federal discretionary revenues in grants, in support of transportation projects. Regarding the transit revenue picture, this revenue piece is not yet complete or ready to be reported on.

In summary, preliminary reviews of the state and federal revenues indicate they are lower than the 2014 RTP estimates. Thus far, the constrained revenue forecast summary is estimated at \$18 billion, noting that local revenues include local streets and roads O&M amounts, and that ODOT State and Federal amount are using the 81% if 31% methodology until replaced by a more accurate revenue methodology.

Discussion Items:

- Karen Buehrig commented the hard work will be needed between now and July 21 with the RTP project proposals, and for her coordinating committees to have clear forecasts and guidance on these revenues, it's important to have as much known by April 25.
- Judith Gray expressed concern that the numbers and/or percentages were not more clearly known at this time. More details are needed to share with stakeholders. For funding big projects we need more specific forecast funding assumptions.
- Jessica Berry, Multnomah County commented that the 2014 RTP had a separate pool that was set for large bridge projects, which includes Willamette River Bridges. This should continue to be noted.
- Chris Deffebach had questions on how funds were allocated and the need for clear directions for jurisdictions to work with on projects. Metro staff has been helpful on providing guidance.
- Nancy Kraushaar commented on the difference between RTP projects and those not included for local regional projects. Information to guide regional partners in serving growth with all projects is helpful.

**10. Adjourn**

There being no further business, meeting was adjourned by Chair Kloster at 12 p.m. noon.

Meeting minutes respectfully submitted by,  
Marie Miller

Attachments to the Record, Transportation Policy Alternatives Committee Meeting, March 31, 2017:

| Item | Topic                    | Document Date | Description   |
|------|--------------------------|---------------|---|
| 1    | Agenda                   | 3/31/2017     | March 31, 2017 Meeting Agenda   |
| 2    | TPAC Work Program        | 3/24/2017     | TPAC Work Program as of 3/24/2017   |
| 3    | Memo                     | 3/31/2017     | Memo: 2018-2021 MTIP Coordination – Transit Budget Processes  |
| 4    | Presentation             | 3/31/2017     | Transit Coordination with the Metropolitan Transportation Improvement Program (MTIP)  |
| 5    | Handout                  | 3/31/2017     | Online Poll Results regarding RTP future planning   |
| 6    | Handout                  | 3/31/2017     | Online Survey Poll Results Map, Zip Codes   |
| 7    | Meeting Minutes          | 2/24/2017     | TPAC Draft Minutes from February 24,2017  |
| 8    | Draft Resolution 17-1785 |               | Draft Resolution 17-1785 for the Purpose of Amending the 2015-18 MTIP to Modify and/or Add New Projects   |
| 9    | Exhibit A to Resolution  |               | Exhibit A to Resolution 17-4785   |
| 10   | Memo                     | 3/20/2017     | Memo: MTIP Formal Amendment plus Approval Request of Resolution 17-4785   |
| 11   | Presentation             | 3/31/2017     | MTIP Amendment – Resolution 17-4785   |
| 12   | Draft Resolution 17-4787 |               | Draft Resolution 17-4787 for the Purpose of Providing ODOT with the Roadway Segment Additions in the Portland Metro region for USDOT’s National Highway Freight Network               |
| 12a  | Draft Resolution 17-4787 | 3/31/2017     | Draft Resolution 17-4787 for the Purpose of Providing ODOT with the Roadway Segment Additions in the Portland Metro region for USDOT’s National Highway Freight Network <b>edited</b> |
| 13   | Staff Report             | 3/24/2017     | Staff Report in Consideration of Resolution 17-4787   |
| 14   | Attachment               | 3/24/2017     | Attachment 2: Metro’s Recommended Roadway Additions for the National Highway Freight Network  |
| 15   | Attachment               | 3/24/2017     | Attachment 3: Map, Recommended Additions to the National Highway Freight Network  |
| 16   | Memo                     | 3/20/2017     | Memo from Jon Makler, Designation of Critical Urban Freight Routes (Amendment to Staff Recommendation)  |
| 17   | Map                      | 3/20/2017     | ODOT Map: Recommended Interim National Multimodal Freight Network   |
| 18   | Memo                     | 3/24/2017     | Memo: SRTS Regional Framework Study and RTO Strategy Update   |
| 19   | Presentation             | 3/31/2017     | Metro Regional SRTS Framework   |
| 20   | Memo                     | 3/24/2017     | Update on 2018 Regional Transportation Plan Call for Projects and draft Vision Statement  |
| 21   | Memo                     | 3/31/2017     | Project Performance Criteria Options and Workshop Feedback  |
| 22   | Memo                     | 3/30/2017     | 2018 RTP Constrained Revenue Forecast Update  |
| 23   | Presentation             | 3/31/2017     | 2018 RTP: Building the RTP Investment Strategy  |