



Meeting minutes

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

Date/time: Friday, May 26, 2017 | 9:30 a.m. to noon

Place: Metro Regional Center, Council chamber

Members Attending

Ted Leybold, Vice-Chairman
Karen Buehrig
Joanna Valencia
Chris Deffebach
Judith Gray
Nancy Kraushaar
Katherine Kelly
Don Odermott
Eric Hesse
Phil Healy
Rachael Tupica
Tyler Bullen
Glenn Koehrsen
Patricia Kepler
Alfred McQuarters

Affiliate

Metro
Clackamas County
Multnomah County
Washington County
City of Portland
City of Wilsonville and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
TriMet
Port of Portland
Federal Highway Administration
Community Representative
Community Representative
Community Representative
Community Representative

Alternates Attending

Jon Makler

Affiliate

Oregon Department of Transportation

Members Excused

Lynda David
Dave Nordberg
Michael Williams
Charity Fain
Heidi Guenin

Affiliate

SW Washington Regional Transportation Council
Oregon Department of Environmental Quality
Washington State Department of Transportation
Community Representative
Community Representative

Guests Attending

Zoe Monahan
Dwight Brashear
Kari Schlosshauer

Affiliate

City of Tualatin
SMART/City of Wilsonville
National Safe Routes to School Partnership

Metro Staff Attending

Ken Lobeck, Senior Transportation Planner
Jamie Snook, Principal Transportation Planner
Grace Cho, Associate Transportation Planner

Kim Ellis, Principal Transportation Planner
Tim Collins, Senior Transportation Planner
Marie Miller, Administrative Specialist II

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

Vice-Chairman Leybold called the meeting to order at 9:35 a.m. and declared a quorum was present. Member introductions were made.

2. Comments From the Chair and Committee Members

- **Quarterly UPWP and MTIP Amendment Summary (Ted Leybold)** Leybold directed attention to the Memo in the committee packet from Ken Lobeck, reporting on the Metropolitan Transportation Improvement Program (MTIP) 2nd Quarter FFY 2017 Completed Amendments and 3rd Quarter SFY 2016-17 UPWP Summary Report. No comments were made on the report.
- **May 2017 Administrative Amendment List of Projects (Ted Leybold)** Leybold directed attention to the Memo in the committee packet from Ken Lobeck, reporting on May 2017 MTIP Administrative Amendment Project List. No comments were made on the report.
- **Comments from Committee Members.** Chris Deffebach asked for a report from the past week Joint Policy Advisory Committee on Transportation (JPACT) where critical action was taken on the bond action, with inter-agency agreement between TriMet and Metro. Action taken allows the SW Corridor project to continue moving forward. Deffebach acknowledged the efforts of staff addressing loss of CMAQ funds with further work yet to be done, TPAC input included.
 - Vice-Chair Leybold provided a CMAQ status update. There have been ongoing meetings at the state level. At the last CMAQ Policy Advisory Committee meeting, discussion was held on the basis of the formula, with the need to reflect the differences areas have in level of commitment, risks, and air quality status. This is consistent with OTC direction of ensuring the funding formula supports strategic investment outcomes. ODOT staff is expected to draft formulas that reflect air qualities and the state implementation plan, which will be presented at JPACT soon. Regarding the RFFA transit and project development bond action, Metro felt it was important to be responsive to the needs of ODOT, TriMet and Active Transportation program and provide bond proceeds to allow projects to move forward. TriMet agreed to start a first phase of funding support, while still allowing for mitigating the CMAQ funding reductions within the entire flexible fund process.
 - Katherine Kelly commented on the technical advisory level of experience from TPAC to help make recommendation to JPACT on issues, such as this.
 - Nancy Kraushaar commented on some confusion with Clackamas County Coordinating Committee when this issue was discussed. While local projects kept funding, the significant reduction in SW Corridor was not fully communicated. Receiving detailed communications in a timely manner on suggested changes to projects would be appreciated.
 - Eric Hesse agreed on the need for communications with funding implementation decisions to better inform choices moving forward. The TriMet board recently approved their 2018 budget that reflects bus service increase ridership and services. There will be a fare increase for the 5th year in a row. TriMet thanks everyone for their patience with the recent service disruptions for MAX improvements.
 - Judith Gray commented on recent topic area meetings concerning transportation, including congestion pricing, where different agencies presented informative material and the all-day meeting was well attended. Gray recommends more conversations at this committee, and opportunities to have agenda items address technology issues soon. Vice-Chair Leybold reported that Tyler Frisbee, Policy and Innovation Manager, was hiring a new member of her team with responsibilities around this topic area. The request for this agenda item will be noted.

3. Citizen Communications on Agenda Items

There were no comments.

4. Consideration of TPAC Minutes for April 28, 2017

Discussion: Glenn Koehrsen referred to minor spelling/grammar edits in the draft minutes that would be corrected for final approval.

MOTION: To approve the minutes of April 28, 2017 with these edits approved.

Moved: Nancy Kraushaar Seconded: Jon Makler

ACTION: With edits, motion passed unanimously.

5. 2015-18 Metropolitan Transportation Improvement Program (MTIP) Amendment – Resolution 17-4811

Ken Lobeck presented Resolution 17-4811 requesting a TPAC approval recommendation of resolution 17-4811 to JPACT that amends the 2015-18 MTIP to modify and/or add new projects as part of the May 2017 Formal MTIP Amendment, involving a total of seven affected projects, six for ODOT and one for Metro. Lobeck reported that two additional projects have recently been added to this amendment, which extends the public notification period and review by JPACT and Council for approval.

Resolution 17-4811, that covers all seven projects are:

- ODOT – Key 19651: I-5 Interstate Bridge (NB) Trunnion Shaft Replacement
- ODOT – Key 21019: NEW, Region 1 Bridge Screening Project
- ODOT – Key 19402: OR-99E Kellogg Creek
- ODOT – Key: NEW TBD: U.S. Route 30 Corridor
- ODOT – Key 20719: OR-219 at Laurel, Midway, and I-84 at Fairview Ramp (new project)
- ODOT – Key 18502: Traffic Safety Grant Program 2016
- Metro – Key 19551: Metro Drive Less Connect Outreach Program

Summary points with this resolution:

- No fiscal constraint issues with the amendment
- Proceed to JPACT on June 15, 2017
- Final approval from Council expected mid-July
- Final ODOT and USDOT review during August 2017

Lobeck reported on two new additional projects proposed, asking to be included in the Formal MTIP Amendment. These would be taken to JPACT directly, if approved by TPAC, modified to reflect TPAC did not have time to review final adjustments, on a separate motion to approve them. Public notification period would be extended and updated staff report provided.

- TriMet 5310 E&D Transit Capital (17-19). New project. For vehicle purchases and contracted services supporting elderly and disabled transit needs.
- Ride Connection 5310 E&D Transit Capital (17-19). New project. For vehicle purchase, contracted services, mobility/preventive maintenance supporting elderly and disabled transit.

Discussion from the committee:

- Nancy Kraushaar commented on the OR99E: Kellogg Creek project, one of the seven projects in the proposed amendment. While this was a top priority for the City of Milwaukie, they do not support the project currently due to changes with funds and project aspects. The City of

Milwaukie would like to recommend not transferring the \$495,000 to the design projects at this time, but is open to pursuing future opportunities for funding the project. Jon Makler added that discussions between ODOT and the City of Milwaukie highlighted the circumstances of the situation, where this project was not cost feasible proceeding with the project in these terms of the amendment. Kraushaar wanted it noted in the minutes that the City of Milwaukie does not, at this time, support removing this project from the program, but would like to find fund allocations to advance the project when feasible. Kraushaar will vote no on the motion because of this, believing that something might be arranged before the JPACT meeting. This will be forwarded to JPACT as a discussion item.

- Joanna Valencia asked what would be presented to JPACT in the circumstances. It would be the full resolution and two additional projects, with the item previously discussed on Kellogg Creek.
- Judith Gray asked how this could be phrased to exclude the Kellogg Creek project, while including all other projects for recommendation to JPACT.

MOTION: To recommend to JPACT approval of Resolution 17-4811, with seven projected identified in the formal amendment, and two new projects recently added.

Moved: Jon Makler

Seconded: Karen Buehrig

Additional amendments to the motion:

Amend motion to exclude the recommendation of OR99E: Kellogg Creek Project (one of the seven original projects) so that further discussion between the City of Milwaukie and ODOT can take place, with consideration for further inclusion at JPACT.

Amend motion to remove the two late additional projects (TriMet and Ride Connection) from recommendation, but defer to JPACT for review and further inclusion.

Moved: Judith Gray

Seconded: Nancy Kraushaar

Discussion:

- Jon Makler had concerns forwarding the recommendation to JPACT excluding the project, and sending possible mixed signals on not having the project included, while recognizing communication challenges and project cost changes for the project.
- Glenn Koehrsen commented on the concern of having the project fall off the list altogether. Ken Lobeck reported that the full effect without recommendation would delay the design on three new projects.
- Katherine Kelly commented on communications from TPAC to JPACT between meetings, with TPAC not knowing what the outcome might be. Kelly asked if the TPAC bylaws addressed notifications by email on communications/decisions such as in this matter.
- Chris Deffebach asked for clarification on the funding source for the project, which was identified as ODOT. Deffebach commented that at issue was TPAC is not seeing the original projects, therefore adds to questions with changes. Leybold and Lobeck added that when projects listed are either added or deleted, they require MPO approval on changes, and that is why these MTIP amendments are being reviewed.
- Karen Buehrig appreciated the opportunity to ask questions, and learn more about how funding moves between MTIP projects. A suggestion might be show better show how this applies with projects in the full picture.
- Judith Gray asked what the possible impact of delaying this issue would be. Considerations with changed funds in the course of design and time changes are understandable, but when agencies can't agree with recommendations in timely manner, it's difficult to support and proceed with

recommendations further on the process. Lobeck added that the impact would delay these projects until fall 2018.

- Eric Hesse commented on the role of TPAC with reference to how ODOT's allocation of funds are used with the program. Definitions of roles with projects and funding will better support programs.

MOTION REPEATED: To recommend to JPACT approval of Resolution 17-4811, with seven projected identified in the formal amendment, and two new projects recently added.

Additional amendments to the motion:

Amend motion to exclude the recommendation of OR99E: Kellogg Creek Project (one of the seven original projects) so that further discussion between the City of Milwaukie and ODOT can take place, with consideration for further inclusion at JPACT.

Amend motion to remove the two late additional projects (TriMet and Ride Connection) from recommendation, but defer to JPACT for review and further inclusion.

Moved: Judith Gray

Seconded: Nancy Kraushaar

ACTION: Motion to approve: 9. Motion not to approve: 3. Abstaining: 1

SECOND MOTION TO AMEND FIRST MOTION: To recommend to JPACT approval of Resolution 17-4811, removing Project OR99E Kellogg Creek from this recommendation list, to be considered at JPACT upon further discussion between Milwaukie and ODOT prior to JPACT consideration for later inclusion with the Resolution, and including two new projects identified in the staff report (TriMet and Ride Connect) to occur in the 2015-18 MTIP allowing final approval to then occur from USDOT.

Moved: Chris Deffebach

Seconded: Eric Hesse

ACTION: Motion approved by 12 to 1 vote. Two abstaining: Jon Makler and Eric Hesse.

6. 2018-2021 Metropolitan Transportation Improvement Program (MTIP)

Grace Cho presented information on planned federally funded transportation spending identified in the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) and the results of the air quality conformity determination. Briefly describing MTIP, Ms. Cho reported the federal to local investment split as 68% federal, 32% local match.

Ms. Cho provided graphics showing investment types between Capital Investments (including one-time funding grants for transit projects), Maintenance and Operations (Federal funding for 2018-2021 not having local funding), and Regional Programs, Obligations and Planning. It was noted that capital improvements have a local match greater than the minimum required 10.27%. Regarding transit capital funding, Ms. Cho mentioned it is primarily comprised of the one-time competitive funding grants for transit projects, totaling \$528 million, includes Division transit project and electric buses. The remaining \$42 million in transit capital investments is used primarily for buses and local stop improvements.

ODOT administered funds show maintenance and capital projects for roadway improvements, maintenance and preservation, system management and operations and planning/project development. Ms. Cho then spoke to how the MTIP investments are aligned with RTP implementation and 2014 RTP goals. She explained how progress is being shown towards implementing the RTP goals over a mixed balance of investments and multimodal mix of transportation projects.

Grace Cho reported that part of federal requirements the MTIP is required to undergo an air quality analysis. She reminded TPAC that in September 2016, TPAC approved an analysis approach. A key

component of this analysis approach was relying on a provision in rules that permits the previous emissions analysis could be used. As such, a thorough review of projects was undertaken that resulted in project scopes consistent, complying with air quality standards.

Ms. Cho reported on the MTIP Public Comment (handout). She mentioned the public comment online survey generated 147 comments. On the question of best use of available federal transportation funding, Ms. Cho mentioned the results on averages rated the region in the middle, but many respondents didn't feel the region was on the right track in terms of investments, suggesting the region should be investing less or more in different transportation modes. Question two asked how best to track and pay attention to advance social equity within a transportation system. The public comment illustrated with most responding to affordability and displacement risk. Question three asked how pollution might be reduced from driving, investments in the transit system was favored.

Judith Gray asked if the information on the public comments was in the memo presented in the packet. Ms. Cho reported that the public comment period had just closed, and only the summary sheet was presented. She mentioned that the full package of the 2018-2021 MTIP program, including the public comment, will be presented at the June TPAC meeting asking for recommendation to JPACT. Ms. Cho added that comments in the survey that were specific to lead agencies would be provided to them.

Chris Deffebach asked if the range of new performance measures with the equity analysis were being tested on the 2018-2021 MTIP, and if so, what was learned. Ms. Cho reported that MTIP investments were showing benefits to Historically Marginalized Communities in safety and access to jobs. However, even with a \$1.6 B investment, percentages barely changed. Refinements are planned with project evaluations this fall to help better examine these measures. Eric Hess added that it is good to hear more about the measures, especially as they impact process with RTP.

7. 2018 RTP: Regional Freight Strategy Plan

Tim Collins presented information on the 2018 RTP Regional Freight Strategy. With the RTP Freight work group members, staff and partners, a regional freight policy framework is under development. Emerging freight strategies and investments to improve freight goods movement are being identified that define the vision for enhancing freight movement.

The Regional Freight Network Vision supports policies to guide investments in the multimodal regional freight network. The Regional Freight Network Map is an important tool for freight investment planning, showing highways and freeways that are designated main roadway routes, as well as intermodal roadway connectors for freight destinations.

Regional Freight Network Concept has five policies to guide implementation:

- Use a systems approach to plan for and manage the freight network
- Reduce delay and increase reliability
 - New measures are being developed to address regional freight performance measures with truck hours of delay and cost of delay
- Protect industrial lands and freight investments
 - New measures are being developed to measure access to industrial lands and intermodal areas
- Look beyond the roadway network to address critical marine and rail needs
- Pursue clean, green and smart technologies and practices

In addition, MPAC recommends a sixth policy to address Freight Safety.

Information was given on work to date on freight strategy work plan items. Identified challenges and opportunities that address regional freight needs are being addressed for matching strategies with system management and technology, capacity, freight rail and air/marine. Collins noted these strategies with investments can move toward the RTP Call for Projects and other investments.

Currently, future updates to prepare for a draft Regional Freight Strategy under consideration are:

- Regional Freight Network map updates, that include intermodal study data
- New section describing Freight Delay Areas in the region (developed in coordination with ODOT)
- New section on the federal FAST Act and freight-related funding opportunities (in development)
- Updated strategies and freight-related investment priorities (to be developed)

Comments from committee members:

Glenn Koehrsen mentioned not seeing autonomous vehicles in the materials regarding freight travel. This issue is important and should receive some mention in documents before 2040 regarding planning, including freight strategy. Tim Collins agreed and will include this issue with Freight strategy updates.

Don Odermott reported that while the Freight work group has been focused on the performance of freight movement with investments, whether it be human or technology driven, having reliable freight movement is key to our future. There is a recognized shortage of drivers that understand this issue well.

Judith Gray commented on the wide growth of e-commerce, using the example of online shopping and increased deliveries on roads. It was reported that retail shopping dropped 12% in the past year due to online shopping and delivery at the holidays. As demands for goods increase with this method, the whole RTP program, not just with freight, needs to anticipate and adjust. Gray recommends a goal be adopted to ensure autonomous vehicles with policy on how this might be regulated as well.

Eric Hesse commented that the autonomous vehicles conversation was also included in regional transit strategies. It would be beneficial to hear from Tyler Frisbee on policy strategy for both freight and other transit strategies that justify trips on our roadways, and help leverage inter-connections.

Tyler Bullen asked what role congestion pricing had on freight, with costs spread out possibly more easily than other vehicles. Collins reported that resources are limited with staff capacity, but travel forecasting has been done in the past, and could be addressed in the future.

Phil Healy mentioned that freight travel has already moved from known congested hours to less peak times. The Willamette Falls Locks, that have been inoperable for years, changed some freight travel from barge to road. Elements like this make an impact on freight movement.

Karen Buehrig commented on the RTP and Call for Projects, and how all these strategies, including Freight, were coming together. Being map oriented, Buehrig looked forward to providing specific comments related to maps and appreciated the ODOT/Freight Network connections mapped out. Proposed amendments and Freight draft plan will come to TPAC in the fall for review.

Nancy Kraushaar commented on the timeliness of the Willamette Falls Locks with the Corps of Engineers working on a deadline for either new ownership or new system to keep the Locks open for river traffic. Any advocacy in support of this effort is appreciated. Regarding freight highway delay areas, the maps

highlight the congestion on I-5. The City of Wilsonville hopes a new study will find strategies to help relieve congestion in this area, along with new transit development for the SW Corridor.

Joanna Valencia reported that she appreciated the maps shown. With growth in the Damascus area, connections in east Multnomah County are items of discussion with jurisdictions, how connections for missing gaps can be funded and taken further. There are TSP planning sessions occurring. The goal is to provide freight and transit needs adequately from the Columbia River to the Clackamas River area. Collins added that interconnectors were discussed with the Freight work group as well for this area.

Don Odermott commented on the Washington County Future Freight Study recently completed with partners that showed freight movement doing fairly well throughout Washington County, but delayed significantly when reaching I-5. This back up shows on the map. Odermott suggested that the weakest link may not be the Rose Quarter, with the pace of growth soon it may be I-5 south.

Jon Makler commented on the Freight Highway Delay Areas Map, with the detail shown it is not the preferred method of public presentation. Makler is concerned with the map showing where delays are, but not where they are caused and produced. Identifying the system that identifies caused congestion might be more beneficial for pursuing management type solutions. Makler viewed the issue as two factors; capital improvements vs solutions to mitigating congestion. Tim Collins added that coordination between ODOT and Metro to better define elements with the map is possible.

Judith Gray agreed that wrong impressions can be formed in meetings from maps and data presented. Materials that show congestion that is already known will not help identify specific plans to address the congestion. Volume of freight isn't shown on the map which provides a significant gap in critical economic impact on the region. It was suggested to have an economic value atlas study done. Before presenting to JPACT, prepare materials that will show beyond known congestion with freight on the roads and not lose context to freight solutions.

8. Update on 2018 RTP Call for Projects Funding Targets and ODOT and TriMet Priorities for 2018 RTP

Kim Ellis presented information on the 2018 RTP Call for Projects. The overview of Metro's call for projects was given, noting that the website for listed (oregonmetro.gov/2018projects), starting June 1 with a soft start, and more information to be added. May 30th Ellis will present to Metro Council for approval to move the project forward.

The draft 2018 RTP financially constrained capital revenue forecast – starting point for Call for Projects was presented. Local agencies and partners have added input with the draft data. The Port of Portland and SMART are noted as under development with recent data just known. Changes since the last draft of the data shows Clackamas County down slightly due to spending more on maintenance and less on capital. Multnomah County went up slightly from additional revenue found. Others remain unchanged. Regional source programs that reflect the regional allocated flex programs (TSMO, TOD, RTO) for 2019-2021 are listed.

A table summarizing sub-regional capital funding targets (based on the draft constrained forecast and doubling the draft constrained revenue forecast to set an overall funding level for the RTP Investment Strategy) for purposes of the call for projects was presented. The draft targets and subject to change prior to June 1 to reflect any updates to the draft forecast identified during the agency review.

Kim Ellis noted a footnote to possible implications with doubling the draft constrained revenue forecast related to assumptions of the High Capacity Transit (HCT) funding, related to future conversations with ODOT and TriMet that make it feasible for the forecast. There are also unknown variables with local matches that might make the targets realistic. More will be known by the June 1 launch, and further reported on at TPAC June 30.

Chris Deffebach asked if the strategic level is for ODOT or TriMet. Vice-Chair Leybold reported that these were two separate issues. The HCT (TriMet) funding for financially constrained revenue is project driven, including a series of small start projects with new large projects. The federal assumption to date has been Federal 50% funding needing to raise state, local and regional funding match. The state has agreed setting up to 20% match, with the 50% Federal grant funding, to which 30% local funding at the financially constrained level is possible. If we had taken the approach of asking the state to double their match, we most likely would not have met our target goals. Adjustments will be made once we hear from legislative issues.

Kim Ellis referred to the chart showing the 2028-2040 Strategic List Target column of doubled funding amounts, which could change and adjustments to be made. This is what is known for a start for Call for Projects. Ellis clarified that in addition to the 10-year constrained strategy level, the outer years were listed for strategic levels. Deffebach asked for confirmation on TSMO and RTO programs not allocated to local jurisdictions. Ellis agreed, and reported that they were developing strategy to share for them.

Karen Buehrig commented on the impact of doubling funds with tables presented. It was suggested to keep the tables on one page for better readability, with color coding different agencies lines and categories. It would also help to separate total sources from local/regional sources. Buehrig agreed that programs such as RTO and TSMO need to be shown on lists for their funding. Buehrig asked for clarification with the statement in the handout that read "Clackamas, Multnomah and Washington counties and cities within each county will recommend priority projects submitted for their jurisdictions at county coordinating committees. This was confirmed that Metro is looking for projects in the three "buckets"/columns in the table, and not the level of priority with projects as a whole. The priorities will be evaluated now and in the future.

Don Odermott commented on reviewing the revenue stream with Washington County, and finding roughly 10% of revenues undercounting from development contributions. Documentation is needed immediately, with reviews and midstream adjustments expected. Ellis agreed, and will be confirming with federal CFR caps or thresholds and what rules apply.

Katherine Kelly agreed with the difficulty of historically tracking STP's with the methodology hard to find. For this first round of Call for Projects with RTP, if Washington County is considering changes with these numbers, further discussion need to be framed on a region basis. Kim Ellis reported that Ken Lobeck would be meeting with coordinating committees on the issue, but changes on the issue would not apply for this round of projects. Federal approval is also needed.

Joanna Valencia asked what was included with the Call for Projects on the refined project list with criteria for the complete package. Ellis reported that the criteria identified on the website with project details would be required, from existing project lists, using 2016 dollars, to confirm those amounts, use short and public-friendly descriptions that make it more accessible to the public with specific language.

Chris Deffebach asked if refining some of the wording to eliminate extra priorities is possible. The description page on the webpage will be updated to reflect that.

Eric Hesse presented information on TriMet major capital projects list (draft) that provided a focus on other projects beyond main transit projects and maintenance, among them Division Transit Project and Southwest Corridor Project. Defining local/regional funding is a challenge and will require more conversations to better define.

- Division Transit Project
- Southwest Corridor Project
- Red Line extension, including Gateway and Airport Improvements, and possible Steel Bridge Improvements
- Enhanced Transit Corridors as informed by partner priorities and System Expansion Policy
- North Downtown Portland Transit Mall terminal for bus layover (DTP and other)
- Improvements to Powell Garage to support Division Transit Project and service expansion
- Potential additional operations facility
- Replacement and expansion bus and light rail vehicle purchases
- Preventive maintenance of system assets (signals, switches, facilities)

Hesse reported that with these projects, core capacity requirements, a system growth, the need to prioritize with broad regional interest, and looking at designs for facilities growth needs are all part of the factors with these projects. TriMet will continue to seek information on partner projects, to help define a suite of projects for 10 and 20-year periods that include transit operations systems, project improvement designs and multilayer projects with affordable housing.

Jon Makler presented information on project participation from ODOT Region 1 Fiscal Constraint Funding. The target is \$1.522 billion (2018-2040) developed in concert with ODOT finance staff and the MPO. This includes the assumption that \$1 billion will come from the Oregon legislature. Cities and counties within the MPO also have a target and will submit project lists to metro via their coordinating committees.

Where does ODOT focus fiscally constrained target funding, and why:

- Historically, ODOT's fiscally constrained project list has focused on project that require air quality conformity modeling
- Projects that will or could have an air quality impact as our primary focus
- ODOT has a continued focus on wringing efficiency from the system rather than expansion on new facilities.

Makler provided information on areas of interest with projects focused on Interstate 205, Interstate 5, the Sunrise Phase II project from 122nd to Rock Creek Junction, and Oregon Hwy. 217. Regarding multi-county projects, jurisdictional transfer projects were discussed with a question on whether state funding would be found for non-state facilities for unnamed transfer opportunities that achieve multi-modal objectives, including fiscal constraint funding to address arterial highways.

Another multi-county project focus with active traffic management includes variable speed limits and message signs. A third focus is interstate and highway operations with response to operational improvements beyond ATM projects. Until more is known from state legislature, we have only project listings that will be more defined later this summer with the balance between funding and projects. There has been many conversations with coordinating committees where projects are discussed on

what can be kept on the list, and what is missing for future opportunities. ODOT is interested in hearing about these strategic project lists.

Chris Deffebach asked if ODOT envisioned funding specifically for Active Transportation projects. Makler clarified that with jurisdictional transfer funds, now being discussed in the state legislature, arterial investments for enhanced competitive projects would be addressed, when known, with county partners.

Karen Buehrig commented on the need to work together to understand the role with partners on projects in this process. It was asked what the intent of the roles were in regard to ODOT, TriMet, Metro and the coordinating committees. Ellis and Makler reported on having each project submission being transparent with their partners, whether or not they have their endorsement of the project, for region wide support. Buehrig also commented on the issue with TriMet inclusion of enhanced transit corridors on the list, that while she supports the level of work in Clackamas County, this isn't the same level of work in other areas. If this guides what is included in the RTP, then more collaborative work may be needed. Eric Hesse added more time is recognized to identify priorities with time to develop the expansion policies, where issues like this will be addressed.

Judith Gray commented on a concern with the jurisdictional transfer bucket of funding. One issue is dealing with state owned arterials, often called orphan highways. There is a need to have more than an all or nothing strategic approach for long-term growth. A jurisdictional bucket of funds that are ODOT owned with partner stakeholders may not fully address growth concerns. Makler responded that investments from ODOT are used for leveraging large capital amounts toward programs across the system. The investments in the so-called "Jurisdictional Transfer" bucket is not wholly for the entire bucket funding, but leveraged for other projects as well.

Chris Deffebach asked when the distribution list of funds from TriMet and ODOT would be known. Jon Makler reported that factors not defined from the state legislature yet, they are not releasing exact figures that affect the full scope of projects. An expected date for this data might be around July 10. Eric Hesse agreed. TriMet is refining cost estimates and budgets. Deffebach added that coordinating committee discussions and updates with the process is helpful and appreciated.

9. Adjourn

There being no further business, meeting was adjourned by Vice-Chair Leybold at 12:15 p.m.

Meeting minutes respectfully submitted by,



Marie Miller
Planning and Development, Metro

Attachments to the Record, Transportation Policy Alternatives Committee meeting, May 26, 2017:

Item	Topic	Document Date	Description
1	Agenda	5/26/2017	May 26, 2017 Meeting Agenda
2	TPAC Work Program	5/19/2017	TPAC Work Program as of 5/19/2017
3	Staff Memo, Attachment 1 & 2	4/10/2017	MTIP 2 nd Quarter FFY 2017 Completed Amendments and 3 rd Quarter SFY 2016-17 UPWP Summary Report
4	Memo	5/18/2017	May 2017 MTIP Administrative Amendment Project List
5	Meeting Minutes Draft	4/28/2017	TPAC Meeting Minutes Draft for April 28, 2017 Meeting
6	Resolution 17-4811, Exhibit A, Staff Report, Attachment 1	5/22/2017	Resolution 17-4811, MTIP Amendments, Exhibit A to Resolution, Staff Report Memo on Resolution, Attachment 1
7	Memo	5/26/2017	Memo: 2018-2021 MTIP and Air Quality Conformity Determination, Amended
8	Handout	May 2017	Public Comment Summary, 2018-2021 MTIP
9	Memo, Attachment 1a, 1b, 2a, 2b, 3, 4, 5	May 2017	Regional Freight Strategy Update Memo, Freight work group list, Challenges and Opportunities, Bottleneck Areas, Evaluation Measures, Regional Freight Network Map
10	Handout	May 2017	2018 RTP: Refining Regional Transportation Priorities; An Overview for Agencies and Jurisdictions for Metro's Call for Projects
11	Handout	5/25/2017	Draft 2018 RTP Financially Constrained Capital Revenue Forecast
12	Handout	May 2017	TriMet Major Capital Projects List – Draft
13	Presentation	May 2017	2018 RTP Update Project Solicitation, from ODOT
14	Presentation	5/26/2017	2015-18 MTIP Amendment – Resolution 17-4811
15	Presentation	5/26/2017	2018-2021 MTIP Presentation
16	Presentation	5/26/2017	2018 RTP Regional Freight Strategy