

# Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC)**  
Date/time: Friday, October 1, 2021 | 9:30 a.m. to 12:00 noon  
Place: Virtual online meeting via Web/Conference call (Zoom)

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**Members Attending**

Tom Kloster, Chair  
Allison Boyd  
Chris Deffebach  
Lynda David  
Eric Hesse  
Dayna Webb  
Jay Higgins  
Don Odermott  
Jeff Owen  
Chris Ford  
Karen Williams  
Laurie Lebowsky  
Lewis Lem  
Idris Ibrahim  
Katherine Kelly

**Affiliate**

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

**Alternates Attending**

Jamie Stasny  
Steve Williams  
Jaimie Lorenzini  
Jamie Snook  
Glen Bolen  
Mike Coleman

**Affiliate**

Clackamas County  
Clackamas County  
City of Happy Valley and Cities of Clackamas County  
TriMet  
Oregon Department of Transportation  
Port of Portland

**Members Excused**

Karen Buehrig  
Jessica Stetson  
Wilson Munoz  
Yousif Ibrahim  
Rachael Tupica  
Rob Klug  
Shawn M. Donaghy  
Jeremy Borrego  
Rich Doenges

**Affiliate**

Clackamas County  
Community Representative  
Community Representative  
Community Representative  
Federal Highway Administration  
Clark County  
C-Tran System  
Federal Transit Administration  
Washington Department of Ecology

**Guests Attending**

Mike Foley

**Affiliate**

Will Farley  
Garet Prior  
Sarah Iannorone  
Ray Mabey  
Mandy Putney  
Jean Senechal Biggs  
Bob Kellett  
Brad Choi  
Heather Wills  
Scott Turnoy  
Chris Grgich  
Kate Freitag  
A.J. Connor  
Jon Santana  
Kari Schlosshauer  
Chris Smith  
Matthew Hall  
Chad Tucker  
Adriana Antelo  
Shaun Quayle

City of Lake Oswego  
Oregon Department of Transportation  
The Street Trust  
Oregon Department of Transportation  
Oregon Department of Transportation  
City of Beaverton  
Portland Bureau of Transportation  
David Evans & Associates  
Oregon Department of Transportation  
Oregon Department of Transportation  
Fehr and Peers  
Oregon Department of Transportation  
TriMet  
TriMet  
Safe Routes to School National Partnership  
No More Freeways

#### **Metro Staff Attending**

Ted Leybold, Resource & Dev. Manager	Malu Wilkinson, Investment Areas Manager
Kim Ellis, Principal Transportation Planner	Caleb Winter, Senior Transportation Planner
Tim Collins, Senior Transportation Planner	John Mermin, Senior Transportation Planner
Ken Lobeck, Senior Transportation Planner	Elizabeth Mros-O'Hara, Investment Areas Planner
Dan Kaempff, Principal Transportation Planner	Grace Cho, Senior Transportation Planner
Summer Blackhorse, Program Assistant	Marie Miller, TPAC Recorder

#### **Call to Order, Declaration of a Quorum and Introductions**

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

#### **Comments from the Chair and Committee Members**

- **Committee input form on creating a Safe Space at TPAC** (Chair Kloster) The link to adding comments and input for creating a safe space at TPAC was noted in the chat area of the meeting, which members are welcome to use at any time during the meeting. Comments will be collected and shared at the end of the meeting.
- **Updates from committee members and around the Region** (Chair Kloster and all)  
Glen Bolen provided information on the 2020-21 TGM grant awards from ODOT and DLCD. Milwaukie and Gresham were awarded grants for Transportation System Plans (TSPs) that focused on equity, climate and safety. Tigard was awarded a grant for their electric vehicle charging plan. And Washington County was awarded a grant for their design concept and Jurisdictional Transfer Plan for Farmington Road.

Chris Ford noted that Federal offices began furloughs this morning when the extension for funding was not passed by the expiration date. This might affect programs in the Metro region with the furlough length of time unknown yet.

Jeff Owen thanked the many regional partners for joining TriMet recently to break ground on A Better Red project on Sept 28th: FTA, TriMet and partners officially break ground on 'A Better Red' MAX extension and improvement project: <https://news.trimet.org/2021/09/fta-trimet-and-partners-officially-break-ground-on-a-better-red-max-extension-and-improvement-project/>

- **Monthly MTIP Amendments Update** (Ken Lobeck) Mr. Lobeck referred to the memo in the packet on the monthly submitted MTIP formal amendments during September 2021. As noted in the memo, no formal/full amendments or administrative modifications were submitted during September 2021. The beginning of September marks the official beginning of the federal fiscal year (FFY) close-out process. For any questions on the monthly MTIP amendment projects you may contact Mr. Lobeck directly.
- **Fatal crashes update** (John Mermin for Lake McTighe) On behalf of Lake McTighe, John Mermin read the names of people killed in traffic crashes in Clackamas, Multnomah, and Washington Counties as of September 13, 2021. This brings the total of people killed so far in traffic crashes in 2021 to 87. A reminder was noted on the data being preliminary to date. More information was noted in the packet memo.
- **Unified Planning Work Program (UPWP) administrative amendment for Tualatin Valley Highway Transit & Development project** (John Mermin) Mr. Mermin noted that the UPWP describes a process for administrative amendments: 1) Notify TPAC; 2) Send amendment to USDOT for approval. In the meeting packet memo is the attached project narrative which describes (in tracked changes) minor changes to the budget, a change in project manager and a slight re-ordering of deliverables for the TV Highway Development & Transit Project. For any questions on this project narrative change you may contact Mr. Mermin or the project manager.
- **Department of Land Conservation & Development (DLCD) Climate Friendly and Equitable Communities rulemaking – October update** (Kim Ellis) Ms. Ellis noted that this issue will be reported at monthly TPAC meetings with updates as the rulemaking process develops. The discussions and tracking of proposed rulemaking changes has been extended for input and comments with Metro partners in various meetings. The final draft rules are expected in May, 2022 by DLCD following many opportunities to weigh in on the issues and implications.

Among upcoming public meetings to attend:

- Monday, Oct. 4 – 2-4 PM - DLCD Parking rules
- Next week – DLCD is expected to release the last set of draft rules and revisions to earlier draft rules
- Fri. Oct. 15 (9-noon) – Next RAC meeting
- Thursday, Oct. 28 (11-12:30PM) – DLCD Portland area Community conversations on the draft rules
- Wed., Dec. 15 – 10-noon - TPAC/MTAC workshop on the draft rules (DLCD staff will be presenting)

Zoom registration information for the DLCD meetings is on their CFEC website:

<https://www.oregon.gov/lcd/LAR/Pages/CFEC.aspx>

Comments from the committee:

- Eric Hesse thanked Metro for efforts keeping track of developments. It was asked if materials might be expected in advance for these meetings. Ms. Ellis noted they are still gathering information but will share updates when known.
- Chris Deffebach appreciated the work with convening these meetings and sharing updates in the region. Ms. Deffebach offered to have jurisdictional staff help on these efforts with cities with less staff resources on such large impacts with the rules. Ms. Ellis added that comments and input such as this, given to DLCD in the process, would be welcome.
- Don Odermott agreed that small cities will be challenged with this effort, and appreciated Ms. Deffebach's leadership from Washington County to make this a team approach.

### **Public Communications on Agenda Items -**

**Chris Smith, No More Freeways.** Objections and comments were provided on agenda items 1) 2018 Regional Transportation Plan (RTP) I-205 Toll Project, and 2) Metropolitan Transportation Improvement Program (MTIP) Amendment Interstate Bridge Replacement (IBR) project. Full public testimony on recording of meeting.

### **Consideration of TPAC Minutes from September 3, 2021**

#### **MOTION: To approve minutes from September 3, 2021**

Moved: Jeff Owen

Seconded: Eric Hesse

**ACTION: Motion passed unanimously with no abstentions.**

### **Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-5205**

(Ken Lobeck, Metro) Mr. Lobeck provided information on Amendment 21-5205, noting the Resolution, Exhibit A and staff report in the packet. This is the first formal MTIP amendment for FFY 2022 containing 13 projects.

### **Three Transportation Systems Management & Operations (TSMO) projects**

#### **Transportation System Management Operations/ITS (2020)**

Split funds/ TSMO revenue bucket

#### **Traffic Signal Communication Improvements: Holgate Blvd & 92nd Ave**

Install traffic signal controller communication improvements to up to 7 signal locations on SE Holgate Blvd and 92nd Ave for increased safety

#### **Portland Traffic Signal Performance Measures Development & Evaluation**

Develop and validate new required Automated Traffic Signal Performance Measures (ATSPM) supporting traffic signal controllers to evaluate signal performance

### **Two New Planning Projects**

#### **Tualatin Valley Hwy Transit & Development Project**

Corridor planning including developing an equitable development strategy (EDS), a locally preferred alternative (LPA) for a transit project, an alternative analysis for a preferred alignment for future construction of pedestrian improvements

### **Westside Trail Project Refinement**

Project refinement study to lay the foundation for closing a critical 2.3-mile gap in the Westside Trail between SW Walker Rd and NW Kaiser Rd in Washington County

### **Four Americans with Disabilities Act (ADA) Compliance Curb & Ramp projects**

#### **OR47/OR8/US30 Curb Ramps**

PE allowed to obligate in FY 2021 prior to programming

#### **US30BY Curb Ramps group A: N Greeley Ave - I-5 (Portland)**

#### **OR99E Curb Ramps Group A: SE Woodward St – Oregon City**

PE completed via regional ADA project in Key 22204. These three projects represent implementation projects

#### **OR10 Curb Ramps Group A: SW 198th Ave – SW Kinnaman Rd**

### **New Rail Crossing Safety Improvement**

#### **NW 112th Street and PNWR Rail Crossing Upgrades**

Add active warning devices to the railroad-highway crossing at NW 112th Ave and Portland & Western Railroad thereby decreasing the probability of future rail crossing incidents at the crossing which is situated in an industrial tank farm area mixed with residences, truck traffic, and trains carrying hazardous liquids and gases.

### **Combining Projects**

#### **~~OR8: SW Short Ave – SW 110<sup>th</sup> Ave (Beaverton)~~ OR8: SW 192 Ave – SW 110th Ave**

Revised Project Description reflecting the combined Key 18839 into Key 18794:

Install larger signal heads, reflective backboards, pedestrian countdown signals and other signal improvements to increase safety on SW Short Ave - SW 110<sup>th</sup> Ave. Sidewalk infill and improvements, bus stop relocations, bus pads, and enhanced pedestrian crossing at SW 192nd Ave-SW 165th Ave.

#### **US30: Watson Rd – NW Hoge Ave**

Repair or replace culverts in poor condition along this corridor to ensure to prevent further damage and possible collapse

#### **~~US30: CORRIDOR (MP 9.08 TO 17.68)~~ US30: Watson Rd – Hoge Ave**

Key 21128 obligated during 2018-21 MTIP. Not carried over. Re-added as a new combined project to: Repair or replace culverts in poor condition along this corridor to prevent further damage and possible collapse

**MOTION: To provide JPACT an approval recommendation of Resolution 21-5205 consisting of thirteen projects which include new projects for MTIP inclusion or require adjustments and modifications to obtain their next federal approval step which impact Metro, ODOT, Portland, and Tualatin Hills Parks and Recreation District (THPRD).**

Moved: Chris Ford

Seconded: Don Odermott

**ACTION: Motion passed unanimously with no abstentions.**

### **2018 Regional Transportation Plan (RTP) I-205 Toll Project** (Kim Ellis, Metro/ Mandy Putney, ODOT)

Kim Ellis provided the introduction to the presentation, noting information in memo packet. The requested amendment by ODOT will add the preliminary engineering phase for the I-205 Toll Project to the RTP financially constrained project list, and clarify the financial connection of the I-205 Toll Project to the I-205 Improvement Project in Chapter 8 of the RTP. The expectation is that amendments to the RTP follow the same adoption process as RTP updates. The timeline for public comments and consideration at MTAC, TPAC, JPACT, MPAC and Metro Council were noted.

Mandy Putney presented information on Oregon Toll Program. HB3055, passed in the 2021 Oregon Legislature, provides financial flexibility for ODOT to deliver core projects, for ODOT to develop an equitable, income-based toll rate report by September 2022, and no tolls on public transit. The I-205 Toll Project was shown on a map with project timeline of design through construction, subject to funding.

As previously noted by Ms. Ellis, why an amendment to the RTP is needed:

- Clarify the financial connection and align the federal documentation (NEPA analysis) for I-205 Toll Project and I-205 Improvements Project
- FHWA requires NEPA analysis to be programmed as a Preliminary Engineering (PE) Phase.
- I-205 Toll Project (PE) needs to be in the RTP before being included in the MTIP

Proposed edits to the 2018 RTP identify construction funding:

“Preliminary design work is underway to widen I-205 between OR 213 and Stafford Road and improve the I-205/Abernethy Bridge to ensure it remains functional after a catastrophic earthquake.

**Construction financing for Phase 1A (Abernethy Bridge) is identified in HB 3055 (2021 Session).**

**Variable Rate Tolls priced to manage travel demand as well as provide revenue will be used to fund the rest of the project (Phase 1B, 1C, 1D and Phase 2).”**

Addressing questions from TPAC at the last meeting, Ms. Putney noted more preliminary information on traffic benefits and impacts, including diversion, is coming. ODOT is studying 50 intersections in the potential impact area. Some areas will likely get better with projected daily volume decreases. Some areas are projected to get worse from daily volume increase. More study is needed to determine scale of impacts.

Regarding air quality metric questions from TPAC, the area of potential impact (API) encompasses roadways with +/- 5% change in AADT and +/- 100 vehicles AADT. Metrics include Quantitative assessment of long-term impacts:

- EPA’s MOVES model will be used to estimate mobile source air toxics (MSAT) emissions
- Model inputs come from Metro Regional Travel Demand Model: VMT, average speed, road type
- Result is the change in pollutant emissions due to the project

Qualitative assessment of short-term impacts are expected during construction.

The I-205 Toll Project Environmental Assessment (EA) Schedule was shown with published revised environmental assessment completed in Q4 of 2022.

Comments from the committee:

- Don Odermott noted the measures of induced demand with consideration of build/no build. With mitigation in place creating more movement, latent demand trips are already being made. What not seen in no build scenario is potential induced demand shifts, and importance of looking through the environmental lens. Ms. Putney noted that part of the work now shows diversion. Future analysis will continue to look at where trips are taken and show trip demand changes.
- Steve Williams noted the concern with the toll approach to projects that don’t seem well developed in the RTP and financial chapter. If tolling is going to be a financial mechanism going forward, it was asked how this would be applied equitable across the region and not simply a one-off to the I-205 project. Given the little plan description seen, there is concern that tolling along I-205 is being created with no financial strategy.

Ms. Putney noted that each project was required to have a financial plan. The IBR project has tolling listed. Across the county tolling has become a large revenue source with ODOT studying financial level options per each project. Efforts are being coordinated responsive to real time issues, OTC direction and available options with planning efforts. Ms. Ellis added the next RTP update will have financial forecasting and policy discussions on toll projects. Asked when financial plans would be identified in the whole region for each project with rates being proposed, Ms. Putney noted the I-205 traffic and financial analysis is being done. The investment grade is needed before bonding. Moving forward a series of financial analysis will occur before and after the NEPA decision.

Mr. Williams noted that Attachment 1 listed a small table of identified proposed amendments, with corridor widening and sidewalk improvements project with tolling as the only source of revenue. Ms. Ellis clarified that other projects in the RTP have tolling revenue as financial sources to projects, with more updates coming in the RTP financial chapter. County and State facility operators are working with Metro in partnership on these projects.

It was noted if variable toll rates were mentioned in the RTP, but not referenced to the I-205 project. Does it need to be identified in the RTP to be implemented? Ms. Putney noted they are trying to be transparent as possible where variable toll rates would be applied, and used as a demand management tool for projects in coordination with the RTP. It was noted the Regional Mobility Pricing Project (RMPP) – implementing congestion pricing on I-5 and I-205 through the Metro region, and the congestion pricing study recently completed, would all be coordinated with the RTP update.

- Eric Hesse appreciated the effort and time from Metro and ODOT on this project. The schedules and expected timelines listed in the packet were appreciated. It was noted the dual purposes between toll tools and congestion pricing, and demand management and congestion management. Understanding with a holistic approach to projects for implementation will help on technical levels and policy decisions among these projects that overlap. It was suggested that TPAC/JPACT/FHWA/committees and partners stay informed of plans and strategies moving forward.

Ms. Putney noted there were was no shift in direction, simply refined the project with Federal and Metro partners in regard to the NEPA process, RTP amendment, PE phase of the project and timeframes to coordinate. Garrett Prior noted they are continuing to work on these process refinements with timeline alignments to RTP and Regional Mobility Pricing Project.

- Karen Williams asked for a better understanding of implications to evaluating environmental impacts of the improvement project and toll project. It appears there is no scenario in either project for no build. It was unclear if the NEPA analysis is being conducted together or separate with the projects. What considerations for environmental impacts did ODOT have with these projects?

Ms. Putney noted NEPA process was completed for the I-205 project in 2018, which outlines environmental footprints in construction as well as water works, corridor improvements, road widening and other factors. They are now in the place of adjusting the financial plan to implement construction with tolling instrumental to the project. No Build was in place for the first phase of the I-205 project, but further phases of improvements have No Build scenarios for

consideration. The environmental process will not change with the implementation of tolling. ODOT used an extensive list of environmental measures to evaluate in the projects and is happy to share with the committee.

- Chris Deffebach noted typically we don't pay revenue for projects in the RTP. There is a project list and a financial forecast. It was suggested this is not a good precedent in the RTP for each toll project for revenue. The committee may not wish to make changes/update the RTP each time changes are made with toll revenues, producing an infinite cycle of RTP amendments if done this way. Financial forecasts can be updated and revised, but not amend the RTP to how this revenue is spent. It was suggested to simply amend the project list.

Chair Kloster noted that more discussion on Chapter 8 of RTP may be needed, that would provide project directions and policies involved. The committee will have opportunities for these discussions at future meetings. It was noted that land use action was part of the reason with the RTP amendment and where the project goes. Ms. Ellis added the tracked NEPA related activities in chapter 8 needs to be on the project list. Recognition in the project list and financial constrained list also needs to occur. When large projects are planned and included in RTP/MTIP they need to demonstrate how they will be paid for.

It was agreed that the change in chapter 8 would identify the project now as a construction project and change in the project list. The PE construction phase will be listed on the financially constrained list for the I-205 project.

**2021 Transportation System Management & Operations (TSMO) Strategy** (Caleb Winter, Metro/ Scott Turnoy and Kate Freitag, ODOT/ Chris Grgich, Fehr and Peers) The update of the region's Transportation System Management & Operations (TSMO) Strategy was shared. Metro, ODOT and regional partners collaborate to effectively and efficiently manage and operate roads, transit, freight, active transportation and more in greater Portland. These efforts are guided by the Transportation System Management and Operations (TSMO) strategy.

In 2010, the region's first TSMO strategy laid the groundwork for agencies to coordinate cost-effective investments like smarter signal timing, traffic incident response and traveler information. Since 2010, much has changed in technology, in the way people get around and in the greater Portland region. The Draft 2021 TSMO Strategy offers a renewed vision and goals to guide the next ten years. The Draft 2021 TSMO Strategy focuses on implementing the 2018 Regional Transportation Plan priorities of safety, equity, climate and congestion relief by setting goals for eliminating disparities in transportation and providing reliable travel choices that allow everyone to travel safely.

TPAC's role in regional collaboration, strategy stakeholder participation, goals to align strategy and actions, performance measures, and action overview was shared. Of the 21 actions identified, three actions were presented as examples for TPAC support to implement.

#### **Action 15. Deploy regional traveler information systems.**

##### **Action Description**

Create a traveler information and educational campaign with Black, Indigenous, people of color, people with low incomes, and people with limited English proficiency.



The campaign should also start deploying traveler information systems where community-voiced need and multiple transportation options are present, building into a methodology Traveler Information System (TIS) priorities that may involve transit stops, public buildings, major destinations within regional centers and on-vehicle displays.

The TIS should incorporate a broad cross section of traveler needs which may include travel time, route, and real-time transit and shared-use mobility information.

**Action 16. Implement integrated corridor management and mainstream into corridor planning.**

**Action Description**

Provide tools for regional partners based on I-84 Multimodal ICM Deployment Plan including

- Establish a multimodal detour policy across agencies. Define lines of communication and pre-plan emergency needs by rehearsing scenarios for a variety of events impacting operations.
- Provide job shadow and training experiences.
- Create a data sharing policy and inter-agency(s) agreement with agency partners to incorporate data into PORTAL or another identified internal sharing system. Share construction schedules across agencies.
- Implement a decision support system, employing forecast models as useful.

Beginning with the next RTP update, consider corridor needs that can be met through ICM based on regional efforts and FHWA guidance and local operators.

**Action 18. Participate in regional public outreach to assist in guiding, listening and learning through TSMO-focused conversations.**

**Action Description**

TSMO-focused public outreach should include traveler safety information and be focused on Black, Indigenous, people of color, people with low incomes, and people with limited English proficiency.

Work with local agencies to create/update public outreach that specifically include equity focused TSMO that include Black, Indigenous, people of color, people with low incomes, and people with limited English proficiency.

The 2021 TSMO Strategy draft is open for public comment through October 25. The link to share comments and input: <https://www.oregonmetro.gov/public-projects/regional-tsmo-strategy> At the TPAC November 5 meeting, the committee will be asked to take action on the 2021 TSMO Strategy final draft for adoption.

Comments from the committee:

- Eric Hesse acknowledged the great amount of work and appreciated the presentation. It was interesting to have the focus on equity and speed management strategy integrated into topics, and having tools help on these issues.
- Jeff Owen appreciated the work and acknowledged TSMO efforts getting the most efficiency from the transit system through signal treatments and other factors.
- Jamie Snook noted the partnership with Metro on these efforts and value to the TriMet agency.
- Don Odermott agreed on the approach of getting the most of what we have and maximizing efficiency in operations. The County's feedback shows a broadening of scope with factors mentioned in the presentation and report. Mr. Odermott plans to circle back with his staff on these issues. Mr. Winter appreciated the comments and noted that the original TSMO held a big umbrella of issues, but are now developing more specific solutions with known resources.

- Chris Deffebach noted that with funding limitations and overlaps between agencies and committees, it was suggested to prioritize investments (Transport and others) for the best use of TMSO funds and strategies in coordination with others. Past Step 1 increases for Transport work was noted. Mr. Winter noted the Step 1 increase follows the climate smart strategy. They are working to bring TSMO into corridor projects and transit projects, with the goal of bigger system function efficiency.

**Metropolitan Transportation Improvement Program (MTIP) Amendment, Interstate Bridge Replacement (IBR) project** (Elizabeth Mros-O’Hara, Metro/ Ray Mabey, ODOT) Elizabeth Mros-O’Hara introduced herself as the Project Manager from Metro, with recognition of the 10 partnership group on this project. ODOT lead on the project is Ray Mabey.

Mr. Mabey presented information on the history of the project that began between Oregon and Washington in 2004 to address I-5 corridor transportation issues identified by regional leaders through long-range planning studies. Initiating efforts currently:

- ▶ Bi-state Memorandum of Intent signed by Governors Brown and Inslee in November 2019
- ▶ \$80 million in combined funding dedicated by OR and WA as of May 2021
- ▶ Bi-state legislative committee oversight and guidance to shape program work
- ▶ ODOT and WSDOT are jointly leading the program work in collaboration with eight other bi-state partner agencies

The reasons to replace the Interstate Bridge remain the same as before, including the need to replace the aging Interstate Bridge across the Columbia River with a modern, seismically resilient, multimodal structure that provides improved mobility for people, goods and services is a high priority for Oregon and Washington, providing a critical connection between Oregon and Washington and a vital trade route, the bridge is at risk for collapse in the event of a major earthquake, and no longer satisfies the needs of modern commerce and travel. The IBR program will utilize and update past work to help identify a solution that reflects current community priorities and will improve our transportation system now, and for the future.

A map showing Interstate Bridge Replacement (IBR) solutions with planning identified interchange improvements, transit options, replacement bridge configurations, and active transportation. The project schedule timeline was presented that showed working in collaboration with local, state, federal and tribal partners, and the community to complete the following work over the next four years:

- ▶ Complete the federal environmental review process
- ▶ Obtain necessary state and federal permits
- ▶ Finalize project design
- ▶ Develop a finance plan
- ▶ Secure adequate funding
- ▶ Complete right of way acquisition
- ▶ Advertise for construction

The current funding was presented:

- ▶ As of March 2021, Oregon and Washington have committed a combined \$80 million to the IBR program planning efforts
- ▶ The Washington State 2019 – 2021 Transportation Budget (ESHB 1160) included \$35 million
- ▶ The Oregon Transportation Commission allocated a total of \$45 million:
  - March 2021 - \$30 million
  - September 2020 - \$6 million

– August 2019 - \$9 million

► Additional funding will be needed from each state to advance to construction as part of a comprehensive funding package that is anticipated to include a diverse range of sources, including federal funds, tolling, and state funds from both Oregon and Washington.

The amendment phase project cost adds \$71 million to the preliminary engineering (PE) phase of the IBR Program. With this change, the total available budget will change to \$80 million (\$45M from Oregon and \$35M from Washington). The estimated PE cost to complete NEPA for the IBR program is approximately \$135 million based on a completion of a supplemental environmental impact statement (SEIS) in mid-2024. The estimated PE cost for progressing final design to start the first phase of construction is estimated at approximately \$70 million. This estimate is contingent on the scope of the IBR solution. Right-of-way costs and construction costs are not included in this budget estimate.

Action on this amendment is scheduled at the Nov. 5, 2021 TPAC meeting. The committee may contact Ms. Mros-O’Hara and Mr. Mabey directly with questions. For more information:

[info@interstatebridge.org](mailto:info@interstatebridge.org)

**2024-27 ODOT Administered Funding Program Allocations and Scoping Updates** (Chris Ford, ODOT)

Chris Ford announced an open house starting Oct. 30 on the Pedestrian and Bicycle Strategic Plan (PBS). This link was shared: <https://odotopenhouse.org/pedestrian-and-bicycle-strategic> The PBS is a state run program, not specifically by region but projects showing largely as corridors. All of ODOTs open houses can be found by this link: <https://odotopenhouse.org> The Regional STIP website was shared: <https://www.oregon.gov/odot/STIP/Pages/PBS.aspx>

Ted Leybold noted that with the opportunity to comment on ODOT funding programs, Metro staff would like to put together a comment letter reinforcing our commitment on RTP investment priorities through corridors identified for further scoping work based on equity and safety priorities. If time allows to bring this for further input at the TPAC November 5 meeting they will do so. Chris Ford agreed this would be helpful with project and policy decisions.

**Committee comments on creating a safe space at TPAC** - none

**Adjournment**

There being no further business, meeting was adjourned by Chair Kloster at 12:00 pm.

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, October 1, 2021

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	10/1/2021	10/1/2021 TPAC Agenda	100121T-01
2	TPAC Work Program	9/28/2021	TPAC Work Program as of 9/28/2021	100121T-02
3	Memo	9/22/2021	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments	100121T-03
4	Memo	9/23/2021	TO: TPAC and interested parties From: Lake McTighe, Regional Planner RE: Monthly fatal crash update for 2021	100121T-04
5	Slide	9/13/2021	Sept. 2021 traffic deaths in Clackamas, Multnomah and Washington Counties	100121T-05
6	Memo	9/24/2021	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Administrative amendment to the 2021-22 Unified Planning Work Program (UPWP)	100121T-06
7	Draft Minutes	9/3/2021	Draft TPAC minutes from September 3, 2021	100121T-07
8	Resolution	N/A	Resolution 21-5205 FOR THE PURPOSE OF AMENDING THE 2021- 26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO AMEND OR ADD APPROXIMATELY 13 PROJECTS IMPACTING METRO, ODOT, PORTLAND, AND THPRD ENSURING REQUIRED FEDERAL APPROVALS AND PHASE OBLIGATIONS CAN MOVE FORWARD (OC22-01-OCT)	100121T-08
9	Exhibit A	N/A	Exhibit A to Resolution 21-5205	100121T-09
10	Staff Report	9/27/2021	TO: TPAC and interested parties From Ken Leybold, Funding Program Lead RE: October 2021 (FFY 2022) MTIP Formal Amendment & Resolution 21-5205 Approval Request	100121T-10
11	Memo	9/24/2021	TO: TPAC and interested parties From: Kim Ellis, Principal Transportation Planner RE: I-205 Toll Project (Preliminary Engineering Phase): Requested Amendment to the 2018 Regional Transportation Plan (RTP)	100121T-11
12	Attachment 1	N/A	PUBLIC REVIEW DRAFT 2018 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT	100121T-12
13	Attachment 2	Sept. 22, 2021	I-205 Toll Project Regional Transportation Plan Amendment	100121T-13

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
14	Memo	9/14/2021	TO: TPAC and interested parties From: Caleb Winter, Senior Transportation Planner RE: 2021 Transportation System Management and Operations (TSMO) Strategy Draft	100121T-14
15	Public Comment Draft	Sept. 2021	2021 Transportation Systems Management & Operations (TSMO) Strategy Portland Metro Region	100121T-15
16	Memo	9/24/2021	TO: TPAC and interested parties From: Chris Ford, ODOT R1 Policy & Development Manager RE: I-5: Columbia River (Interstate) Bridge: Requested Amendment to the 2021-24 Metropolitan Transportation Improvement Program	100121T-16
17	Report	Sept. 2021	Project Information Worksheet for MTIP Amendment: K21570 I-5: Columbia River (Interstate) Bridge	100121T-17
18	Presentation	10/1/2021	October 2021 Formal MTIP Amendments	100121T-18
19	Presentation	10/1/2021	Oregon Toll Program	100121T-19
20	Presentation	10/1/2021	2021 Transportation System Management and Operations (TSMO) Strategy Update	100121T-20
21	Presentation	10/1/2021	Interstate Bridge Replacement Program TPAC: MTIP Amendment	100121T-21