

Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC)**
Date/time: Friday, November 5, 2021 | 9:00 a.m. to 12:00 noon
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Karen Buehrig
Allison Boyd
Chris Deffebach
Lynda David
Dayna Webb
Jay Higgins
Don Odermott
Chris Ford
Karen Williams
Lewis Lem
Idris Ibrahim
Rachael Tupica
Katherine Kelly

Affiliate

Metro
Clackamas County
Multnomah County
Washington County
SW Washington Regional Transportation Council
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
Oregon Department of Transportation
Oregon Department of Environmental Quality
Port of Portland
Community Representative
Federal Highway Administration
City of Vancouver

Alternates Attending

Jamie Stasny
Kristin Hull
Jaimie Lorenzini
Jamie Snook
Glen Bolen
Jason Gibbens
Peter Hurley

Affiliate

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

Members Excused

Eric Hesse
Laurie Lebowsky
Jessica Stetson
Wilson Munoz
Yousif Ibrahim
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Rich Doenges

Affiliate

City of Portland
Washington State Department of Transportation
Community Representative
Community Representative
Community Representative
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Will Farley
Sarah Iannorone
Ray Mabey
Jean Senechal Biggs
Brad Perkins
Tiffany Hamilton
Scott Turnoy
Chris Grgich
Kate Freitag
Chris Smith
Adriana Antelo
Paul Edgar
Kate Dreyfus
Ally Holmquist
Mara Krinkle
Ryan Packer
Alice Bibler
Brett Morgan
Doug Allen
Jessica Engelmamm
J. Ram
Tova Peltz
Kate Freitag
Dave Farmer
Jeff Flowers
Two phone callers unidentified

Affiliate

City of Lake Oswego
The Street Trust
Oregon Department of Transportation
City of Beaverton
David Evans & Associates
Oregon Department of Transportation
Oregon Department of Transportation
Fehr and Peers
Oregon Department of Transportation
No More Freeways

Oregon City
City of Gresham

Oregon Department of Transportation
1000 Friends of Oregon

City of Beaverton

Oregon Department of Transportation
Oregon Department of Transportation

Oregon Department of Transportation

Metro Staff Attending

Ted Leybold, Resource & Dev. Manager
Kim Ellis, Principal Transportation Planner
Tim Collins, Senior Transportation Planner
Ken Lobeck, Senior Transportation Planner
Dan Kaempff, Principal Transportation Planner
Cindy Pederson, Research Manager
Matthew Hampton, Senior Transportation Planner
Marie Miller, TPAC Recorder
Margi Bradway, Dep. Director Planning & Dev.
Caleb Winter, Senior Transportation Planner
John Mermin, Senior Transportation Planner
Lake McTighe, Senior Transportation Planner
Grace Cho, Senior Transportation Planner
Chris Johnson, Research Manager
Summer Blackhorse, Program Assistant

Call to Order, Declaration of a Quorum and Introductions

Chair Kloster called the meeting to order at 9:00 a.m. Introductions were made. A quorum of members present was declared. 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)
 - Lewis Lem, Port of Portland, reported on the uptick of freight traffic at terminal 6 at the PDX due to the temporary overflow of freight in marine lines. Moving forward the Port will be studying the long-term effect of these volumes. It was asked if freight truck travel was impacting this and to what extent. Mr. Lem noted the Port of Portland 2020 cargo forecast is being updated taking into account new information in past year. The 2020 forecast may be found here:
<https://popcdn.azureedge.net/pdfs/Portland%20Marine%20Cargo%20Forecast%202020%20FINAL.pdf>
- **Monthly MTIP Amendments Update** (Ken Lobeck) Mr. Lobeck referred to the memo in the packet on the monthly submitted MTIP formal amendments during October 2021. As noted in the memo, formal/full amendments and administrative approval processes were described. For any questions on the monthly MTIP amendment projects you may contact Mr. Lobeck directly.
- **Fatal crashes update** (Lake McTighe) Ms. McTighe provided the monthly fatal crashes update on the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties over the previous month and the total for the year. As of 10/26/21, 99 people have died in car crashes (an average of 10 people a month) in the three counties. Of the people killed, 26 percent have been people walking, 17 percent have been people riding a motorcycle, and 57 percent have been people driving or riding in a motor vehicle (including commercial vehicles. A reminder was noted on the data being preliminary to date. More information was noted in the packet memo.
- **Department of Land Conservation and Development (DLCD) Climate Friendly & Equitable Communities Rulemaking, November update** (Chair Kloster) An updated was made on the Climate Friendly & Equitable Communities Rulemaking process being discussed at meetings. Preliminary drafts of statewide rules to reduce climate impacts to transportation and land use in metropolitan areas are being reviewed and evaluated. TPAC and MTAC will hold a workshop Dec. 15 with members of DLCD with these draft rules.

The link to our regional and state members on the rulemaking committee was provided:
https://www.oregon.gov/lcd/LAR/Documents/Climate_RAC_Memberspdf.pdf If interested in our regional meetings on this issue the committee is encouraged to contact Kim Ellis or Chair Kloster for more information.

- **Regional workshop series on transportation resilience and recovery Nov. 3, Dec. 9 and Jan. TBD** (John Mermin) Mr. Mermin noted the handout in the packet announcing the workshop series on transportation resilience and recovery. Workshop #1: Transportation and Emergency Response, November 3, 2021 (1:00-2:30 PM) –Webinar. Workshop #2: Regional Transportation Resilience Investments and Plans, December 8, 2021 (1:00-2:30 PM) -Webinar Workshop #3: Transportation Recovery Planning Best Practices, January 2021 (TBD) – In person at Portland State University. The registration link was shared:
<https://trec.pdx.edu/content/regional-workshop-series-transportation-resilience-and-recovery>

Public Communications on Agenda Items

Paul Edgar, Oregon City – comments received on concerns with tolling projects, in particular Abernathy Bridge and Oregon City with effects on traffic diversion and implications to regional economies.

Doug Allen, Association of Oregon Rail & Transit Advocates – comments received on concerns with resolution 21-5217 and how tolls interact with transportation demands. These concerns included the rejection of light rail alternative and no analysis done on extension service. Link to issues was shared: <https://aortarail.org/issues>

Brad Perkins, Cascadia High Speed Rail – comments received on concerns with resolution 21-5217 with lack of consideration of alternatives. Metro will be weighing in on plans with high speed rail and the Interstate Bridge designs including seismic structures are of concern.

Brett Morgan, 1000 Friends of Oregon – comments received on concerns with resolution 21-5217 with lack of traffic analysis and modeling with the design, and need for more data before decisions made. A community group letter was shared on these issues: https://docs.google.com/document/d/1mRMu--E_4aK8Ghv1M2UImCvtyzQuWPJKMt8XopfYIAo/edit

Sarah Iannarone, The Street Trust - The Street Trust is a signatory to this letter and support 1000 Friends of Oregon sharing these concerns with you today. We appreciate TPAC taking our concerns seriously and paying close attention to the details of this project and the entirety of the Urban Mobility Office project portfolio. We are counting on Metro to fight for racial equity, climate justice, VMT & GHG reduction.

Chris Smith, No More Freeways – comments received on concerns with resolution 21-5217 with conflicts of goals between ODOT and MPOs, and lack of collaboration between agencies that address climate issues and traffic implications. Lack of traffic analysis was also noted.

Consideration of TPAC Minutes from October 1, 2021

MOTION: To approve minutes from October 1, 2021

Moved: Don Odermott

Seconded: Karen Buehrig

ACTION: Motion passed with one abstention by Peter Hurley, City of Portland.

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-5218

(Ken Lobeck, Metro) Mr. Lobeck provided information on Amendment 21-5218, noting the Resolution, Exhibit A and staff report in the packet. The November 2021 (FFY 2022) Formal MTIP Amendment bundle initiates project programming adjustments needed for federal fiscal Year (FFY) 2022. The amendment bundle contains 3 projects.

Project 1 SE 242nd/Hogan: NE Burnside - E. Powell (Gresham)

Quick Amendment Summary: The amendment commits \$1,832,000 of additional local overmatch funds to the construction phase. The increase is due to design and cost updates, plus additional requirements to complete the project. The cost increase equals a 43% increase to the project which triggered the formal amendment.

Project 2 OR99W: N Schmeer Rd– SW Meinecke Pkwy & US30B: Kerby–165th

Quick Amendment Summary: The amendment splits \$25,000 off the construction phase and commits it to Key 20435 (also part of this bundle).

Project 3 OR99W: I-5 - McDonald St

Quick Amendment Summary: The formal amendment completes required scope updates to three areas: (1) adds and expands scope activities, (2) extends project limits, and (3) increases the total project cost to address the revised project scope.

MOTION: TPAC to provide JPACT an approval recommendation of Resolution 21-5218 consisting of three projects which impact the city of Gresham and ODOT allowing required adjustments to occur to obtain their next federal approval step and/or phase obligation.

Moved: Jay Higgins

Seconded: Chris Deffebach

ACTION: Motion passed unanimously with no abstentions.

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-5219 (Ken Lobeck, Metro) Mr. Lobeck provided information on Amendment 21-5219, noting the Resolution, Exhibit A and staff report in the packet. The November 2021 #3 (FFY 2022) Formal MTIP Amendment bundle #3 adds a new regionally significant project to the MTIP for federal fiscal Year (FFY) 2022. The amendment bundle contains Portland's 82nd Ave Safety Upgrade project.

Project 1 82nd Ave: NE Killingsworth St - SE Clatsop St (Portland)

Quick Amendment Summary: The amendment adds Portland's new 82nd Ave Safety Upgrade project with \$80 million of American Rescue Plan Act (ARPA) for informational purposes to the MTIP.

MOTION: TPAC to provide JPACT an approval recommendation of Resolution 21-5219 consisting of the 82nd Ave Safety Upgrade project impacting the city of Portland to add the project to the MTIP.

Moved: Jamie Snook

Seconded: Don Odermott

ACTION: Motion passed unanimously with no abstentions.

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-5217 (Ted Leybold, Metro and Ray Mabey, ODOT) Information on Amendment 21-5217 was noted from the meeting packet, supplemental mailing prior to the meeting, and presented at the meeting. The resolution will add the Preliminary Engineering (PE) phase for the Bi-state I-5 Interstate Bridge Replacement project and applies to ODOT and WSDOT. The formal amendment adds the PE phase and \$71 million dollars for this bi-state effort to implement NEPA, design, and cost development actions for a possible future replacement of the I-5 Bridge across the Columbia River.

The I-5 Interstate Bridge Replacement Preliminary Engineering phase activities include:

- Complete supplemental NEPA Environmental Impact Study (EIS)
- Identify and evaluate possible design alternatives and select preferred alternative
- Public outreach, obtain and respond to public comments
- Develop more refined and accurate cost estimates and funding plan
- Work on securing needed funding
- Develop a refined project delivery schedule
- Determine right-of way (ROW) needs and possible issues
- Complete final design

While the 2021-2024 MTIP amendment process has a set of procedures for assessing a new project or a modification of an existing project, procedures are adjusted periodically to better address the implementation of regional transportation policy or other factors such as new guidance from U.S. Department of Transportation.

Beginning in September 2021, the Metro Council initiated a discussion on how to better utilize the MTIP process to ensure the region's near-term investment program reflects the investment priorities – climate, safety, and equity and congestion relief – as identified in the 2018 RTP. Following direction from Council, Metro staff prepared an evaluation proposal to more thoroughly assess larger motor-vehicle capacity project amendments for how they reflect the region's transportation investment priorities.

The first 2021-2024 MTIP amendment request to undergo this updated process is the I-5 Interstate Bridge Replacement (IBR) project. The IBR project is being evaluated under a set of performance measures associated with the four RTP investment priorities previously listed.

Comments from the committee:

- Karen Buehrig noted the challenge of gaining information on preliminary phases of projects for ability to make decisions. One question asked was if the funding included final design of the project beyond the PE phase. A second question regarded the assumption of tolling in the modeling related to full regional mobility pricing system. Did the modeling show impact from tolling on both the IBR and Abernathy Bridge in Clackamas County, noted as a separate project?

Mr. Mabey noted the funding did not include final design of the project as they are still developing the project with further feedback and evaluation. Modeling on the two projects mentioned and impacts to tolling will be asked from other staff working on this issue.

- Don Odermott noted that since the previous Columbia River Crossing (CRC) project was developed the engineering and modeling tools have gotten better. It appears the region is looking to have toll pricing included in projects. As such, defined budgets to address issues to solutions with mobility, interchange designs, emissions and climate, and relative data in the development of smart modeling and process planned for PE phases and beyond. More insight from the process is asked by the committee.

Mr. Mabey noted earlier discussions on CRC included possible tolls on the I-205 Bridge, rather than possibly the Abernathy Bridge. Interchange designs planned include alternate modes to travel, and number of lanes will be developed for best benefit in the evaluations. Mr. Leybold noted more input on the process will include public input, NEPA process, and further MTIP processes with additional PE and other phases of the project.

- Katherine Kelly addressed the number of lanes planned, noting agreed upon three lanes in each direction were planned, configured as auxiliary lanes. Interchanges in Vancouver are tight, unsafe by standard design, which are being addressed through auxiliary lanes for merging and design. Design options under review are posted on the IBR site:
<https://www.interstatebridge.org/get-involved-folder/getting-to-the-ibr-solution/>

Regarding tolling fees, discussions are just starting on this issue with impacts on regional mobility policy analysis to help develop. Important issues with this project address seismic stability on the bridge, safety concerns, active transportation capabilities, improved transit connections, climate and equity, congestion relief and high capacity transit. The City of Vancouver is not a voting member of TPAC, but is at JPACT. As such, Ms. Kelly looks forward to further conversations with the project with the importance to the region.

- Chris Deffebach noted the significance of the bridge to the region and state, supporting movement of people across states. Hours of congestion is significant with back up traffic and not seeing this mentioned in the materials. With fewer peak hours of travel, tolling during off peak hours could be evaluated. More updates were needed due to the significance of the project. Stakeholder input and bi-state partnerships are needed to share in opportunities for information, including more frequent updates at TPAC.
- Chris Ford noted ODOT would like to coordinate with Metro staff on workshops that provide more updates on the project. Mr. Mabey added he would work with Chris to ensure we are bringing this body and JPACT program information and updates.
- Paul Edgar noted current changes in commuter trips from increasing hybrid employment for businesses. The price sensitivity factor with tolling and traffic levels may impact projects such as this.
- Jamie Snook thanked the Metro and ODOT staff for the work on this effort. TriMet is working with partner's bi-state for best transit options as the project develops.
- Jaimie Lorenzini asked as this was a bi-state project, does the PE modeling come from a specific data set already established or creating a new one. Mr. Leybold noted Metro's base model already includes Clark County in the phase work and regional network modeling.

MOTION: Provide an approval recommendation to JPACT for Resolution 21-5217 to add to the MTIP the PE phase for the I-5 Interstate Bridge Replacement Project.

Moved: Chris Deffebach

Seconded: Don Odermott

ACTION: Motion passed unanimously with no abstentions.

Resolution 21-XXXX Provide concurrence to ODOT to seek direct allocation of COVID funding and direct spending (Margi Bradway and Ted Leybold, Metro)

Margi Bradway and Ted Leybold presented information on the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) that provides approximately \$12.16 million of transportation funding to Metro as the MPO to address transportation related coronavirus 2019 (COVID-19) impacts. ODOT has proposed, in cooperation with the large MPOs in Oregon, to utilize a provision of the Act to receive a direct allocation of the funds for demonstrated revenue losses, rather than seeking reimbursement for eligible spending.

Use of the funds will support delivery of projects and programs that implement the RTP investment priorities of safety, equity, climate emission reduction and congestion relief. It will also support upcoming work with JPACT and the Metro Council to develop updated investment policy priorities and implementation strategies for consideration as a part of the 2023 RTP process.

Proposed uses of Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Funding:

Transit Planning \$2.00 million

These funds would be used for transit program that serves the region. JPACT and Metro Council members have requested that Metro staff analyze and report on opportunities, issues and barriers to transit service, especially in the suburban and outer areas of the region.

Project Development \$2.10 million

- TV Highway Corridor Plan - \$500,000 for Metro staff to lead project and match federal grant (leveraging \$1 M in FTA Hope grant)
- I-205 and/or I-205 Tolling Project - \$300,000 for staff to support and engage in planning and engineering

- 82nd Avenue Corridor Plan - **\$500,000** to City of Portland for transit corridor planning, **\$300,000** for Metro partnerships (leveraging \$185 M)
- Rose Quarter - **\$300,000** for engineering staff to support project
- Regional Flex Fund Projects - **\$200,000** for risk assessment of project proposals

MPO Compliance _____ **\$700,000**

Corrective actions and recommendations to improve Metro’s process in how MTIP funds are estimated and organized, a more detailed analysis in their Congestion Management Process (CMP) as part of the next RTP update, a new database which will improve efficiency of how the MTIP is managed and improve communication with US DOT, ODOT and local agencies, and additional funds for Metro’s Research Center to be able to support the database and also do the additional modeling, data analysis and reporting work needed in the upcoming RTP for the CMP.

GIS, graphics, engagement and storytelling _____ **\$650,000**

The PD&R department has a need for more GIS and graphic support for all of projects and programs, especially to support the MPO in transportation and land use.

Climate Monitoring and Analysis _____ **\$600,000**

While Planning and Research Center staff continue to work with our state and local partners to develop new tools, consult support and extra resources are needed. These resources would allow Metro to hire a consultant and/or acquire tools to best position the region for the next 2023 Regional Transportation Plan. Metro will be engaging an Expert Review Panel on climate change modeling, and also seeking the technical expertise of TPAC and the statewide Oregon Modeling Group.

Better Bus _____ **\$6.01 million**

This would restore funding for an extremely effective Better Bus program, also known as Enhanced Transit Corridor (ETC), administered by Metro in partnership with transit agencies and local governments in 2018 and 2019. \$5.01 million of the CRRSAA funds would be used to invest in Enhanced Transit Corridors around the region, in partnership with TriMet, SMART and local delivery agencies. These funds would be used for:

- 1) Technical support for local governments to plan and design Better Bus projects, and
- 2) Directly allocated to local governments to leverage the construction of capital Better Bus projects.

Comments from the committee:

- Rachael Tupica thanked Metro and ODOT staff for the process work with this funding. One point of clarification was that FHWA and FTA did not advocate one project over another, but encouraged input on all proposed projects and programs.
- Don Odermott acknowledged the work and presentation. Because of the significant amount of funding with little time to review to date the proposals, would there be more time for discussion prior to JPACT and Council approval. Ms. Bradway noted the budget timeline and need to resolve the funding opportunity in order to take full advantage, but is open to further input from TPAC.
- Jamie Snook appreciated the support of funding with the Better Bus program, noting RFFA wasn’t quite the right place for this, but seems to have found great partnership with this additional funding source. TriMet is committed to helping the environment across the region and finding opportunities for making transit better.
- Karen Buehrig supported investments in transit including the Better Bus program. This was the opportunity to look at transit comprehensively for the region as a whole. Having more

information on how funds with the Better Bus program will be expended and how transit ridership can be encouraged with flexibility from these funds.

- Jaimie Lorenzini asked TriMet if the allocation match could be sustaining with the Better Bus program. Jamie Snook noted the initial investment from JPACT and Metro Council came in 2018 and this allocation is just now being received. It's about a 5 year process. Asked if TriMet had plans with the program for permanent funding, Ms. Snook noted TriMet was open to explore this idea, but would look for partnership funding for the ongoing program most likely.
- Chris Deffebach noted the challenge of funding and quick input needed for processes. Washington County is developing a county-wide transit study with all cities of the County that studies transit services, rider improvements and policies to support transit. It was a surprise to see Metro proposing a major transit study with these funds. It was recommended to have input from all the counties known IGAs and project scopes as part of the next RTP. Ms. Bradway acknowledged the counties work on transit and efforts will take time and be scoped in Chapter 8 of the RTP.
- Kristin Hull, Portland Bureau of Transportation, acknowledged the support from Portland with the program funding proposals and looks forward to working with others moving forward.
- Jaimie Lorenzini asked if emerging technology trends was having funding as a priority again. Ms. Bradway noted the program started as a pilot program with grants, funded by general funds. The grant program will not be included in this funding, but incorporated in the RTP work with advancing emerging trends. Asked if involvement on the county coordinating committees will be part of further funding discussion, it was agreed they would.

MOTION: Recommend approval to JPACT to provide concurrence to ODOT to seek direction allocation of federal transportation funding under the revenue loss provision of the Coronavirus Response and Relief Supplemental Appropriation Act and utilize funding as presented.

Moved: Jamie Snook

Seconded: Kristin Hull

ACTION: Motion passed unanimously with no abstentions.

Resolution 21-5220 2021 Transportation System Management and Operations (TSMO) Strategy

(Caleb Winter, Metro/ Scott Turnoy and Kate Freitag, ODOT/ Chris Grgich, Fehr and Peers)

Caleb Winter provided background information and public comments on the 2021 Transportation system Management and Operations (TSMO) Strategy. The adopted the 2018 Regional Transportation Plan aims to improve outcomes for four priority policy outcomes – equity, safety, climate and congestion relief – and reaffirmed the need to effectively and efficiently manage the transportation system. Adopting the 2021 Regional Transportation System Management and Operations (TSMO) Strategy will incorporate the four priority policy outcomes and guide the region's TSMO Program to meet needs over the next ten years.

Policy outcomes relate to Goal 4 of the 2018 RTP. TSMO Strategy provides a regional approach to implementation. Options for managing and operating the system as efficiently and effectively as possible include implementing TSMO to: "Collaborate to provide reliable, agile, and connected travel choices so that all users are free from harm, and to eliminate the disparities experienced by Black, Indigenous, people of color and people with low incomes."

TSMO approaches include managing demand, improving business practices and collaboration across jurisdictional boundaries and using technology to measure and manage transportation operations and track progress towards regional goals. While some of these strategies happen through interagency agreements other strategies such as regional and state policy for congestion pricing, transportation

options, broadband happen through collaborations between road, transit and other mobility service operators. Public comment themes (transportation expense, connected & accessible transportation, transit coordination, policy and accountability) with edits made to strategies were presented.

Comments from the committee:

- Chris Deffebach noted the large amount of work by staff and partners and how far this has come from early days of ITS, cautioning concern that not much money is available for a wide scope of work mentioned. It was asked how these strategies relate to RTP policies. Mr. Winter noted the objectives with the strategies were addressed at high levels from the 2018 RTP focus of transit, freight, safety and equity strategies. Future discussions with stakeholders will continue to reflect RTP priorities in TSMO strategies, and be implemented in the RTP.

MOTION: Recommend that JPACT adopt the 2021 Transportation System Management and Operations Strategy, replacing the 2010-2020 TSMO Action Plan.

Moved: Karen Williams

Seconded: Jamie Snook

ACTION: Motion passed unanimously with no abstentions.

Scoping Kick-off for 2023 Regional Transportation Plan (Kim Ellis, Metro) – This item was not presented.

2024-27 ODOT Administered Funding Program Allocations Updates and ODOT Bike-Pedestrian funding program comment letter (Tova Peltz, ODOT and Grace Cho, Metro)

Tova Peltz presented information on the 2024-2027 Statewide Transportation Improvement Program, sharing a link to the Region 1 STIP webpages: <https://www.oregon.gov/odot/Regions/Pages/Region-1-STIP.aspx> Themes in the program were data-driven asset preservation and safety improvements.

Oregon Transportation Commission considerations for 2024-27 funding includes climate change, congestion relief, social equity, multimodal mobility and safety. Funding allocations changes from the past STIP cycle were shown:

<u>Category</u>	<u>24-27 STIP</u>	<u>21-24 STIP</u>
Fix-It	\$800m	\$850m
Public & Active Transportation	\$255m	\$158m
Enhance Highway	\$65m	--
Safety	\$147m	\$147m
Local Programs	\$404.5m	\$406m
ADA	\$170m	--
Other Functions	\$161.4m	\$159m

Currently the 150% project list is under active scoping by Region 1. In 2022 outreach and development of program recommendations will be made. Input is encouraged on these projects from community based organizations and local agency partners. PDF versions of the proposed STIP programs were shared with the committee following the meeting. These include the Enhance Highway Discretionary Program, the Bridge Program, the Major Culvert Maintenance Program, the Operations Program, the Highway Preservation Program, and Safety Programs.

Grace Cho presented information on the draft comment letter for ODOT's statewide Pedestrian-Bicycle Strategic funding program which the OTC created specifically focused on completing gaps and making improvements to the pedestrian and bicycle environment specifically on ODOT owned facilities. This

new funding program has \$45 million to allocate statewide. ODOT Region 1 has nominated several corridors in the Portland metropolitan region with generalized conceptual projects (i.e. complete bicycle lane gaps, marked crossings, etc.). In review of the candidates identified in the Portland metropolitan region, all the nominated corridors-projects are consistent with regional policies and objectives. Metro MTIP staff suggested submitting a comment letter supporting those projects within the region as a means to help bolster support for the projects in the statewide competition.

The draft comment letter was included in the meeting packet with general comments asked of TPAC by the following week of this meeting, directed to Ms. Cho.

Comments from the committee:

- Karen Buehrig asked if the enhanced program mentioned was a grant program that local jurisdictions could apply for. Chris Ford noted the Enhanced Program projects are not eligible at statewide levels due to scoping determinations of projects submitted. This is not a separate grant program.

Regarding the comment letter, it was noted STIP funding was important to rural areas which often do not have the opportunities for funding with these categories such as active transportation. It was suggested to integrate wording in the letter that addressed this investment for rural areas outside the MPO.

- Chris Deffebach agreed on the importance of having projects in Region 1 recognize those outside the Metro area, including this in the comment letter. Asked what is coming next on the 150% project list, Ms. Peltz noted the full 150% list is now completed for scoping, with this being cut down to 100% list later. More will be shared with the committee on this when available.

Committee comments on creating a safe space at TPAC (Chair Kloster) Comments received were shared:

We should be identifying ways to support the engagement of TPAC community members. I would appreciate hearing from the community TPAC members to understand what could be done to support their engagement with the committee.

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, November 5, 2021

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	11/5/2021	11/5/2021 TPAC Agenda	110521T-01
2	TPAC Work Program	10/29/2021	TPAC Work Program as of 10/29/2021	110521T-02
3	Memo	10/28/2021	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments for October 2021	110521T-03
4	Handout	N/A	Regional Workshop Series on Transportation Resilience and Recovery	110521T-04
5	Draft Minutes	10/1/2021	Draft TPAC minutes from October 1, 2021	110521T-05
6	Resolution	N/A	Resolution 21-5218 FOR THE PURPOSE OF AMENDING THE 2021-26 METROPOLITAN IMPROVEMENT PROGRAM (MTIP) TO AMEND THREE PROJECTS IMPACTING GRESHAM AND ODOT ALLOWING FEDERAL APPROVALS AND PHASE OBLIGATIONS TO BE APPROVED (NV22-02-NOV1)	110521T-06
7	Exhibit A	N/A	Exhibit A to Resolution 21-5218	110521T-07
8	Staff Report	10/28/2021	TO: TPAC and interested parties From: Ken Lobeck, Funding Program Lead RE: November 2021 (FFY 2022) MTIP Formal Amendment & Resolution 21-5218 Approval Request	110521T-8
9	Resolution	N/A	Resolution 21-5219 FOR THE PURPOSE OF AMENDING THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD PORTLAND'S 82ND AVE SAFETY UPGRADE PROJECT FUNDED WITH \$80 MILLION FROM THE AMERICAN RESCUE PLAN ACT OF 2021 (NV22-04-NOV3)	110521T-9
10	Exhibit A	N/A	Exhibit A to Resolution 21-5219	110521T-10
11	Staff Report	10/28/2021	TO: TPAC and interested parties From: Ken Lobeck, Funding Program Lead RE: November #3 2021 (FFY 2022) MTIP Formal Amendment & Resolution 21-5219 Approval Request for Portland's 82nd Ave Safety Upgrade Improvement Project	110521T-11

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
12	Resolution	N/A	Resolution 21-5217 FOR THE PURPOSE OF AMENDING THE 2021- 26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE PRELIMINARY ENGINEERING PHASE AND PARTIAL FUNDING OF \$71 MILLION DOLLARS FOR ODOT AND WSDOT'S INTERSTATE 5 – INTERSTATE BRIDGE REPLACEMENT PROJECT (NV22-03-NOV2)	110521T-12
13	Exhibit A	N/A	Exhibit A to Resolution 21-5217	110521T-13
14	Staff Report	10/29/2021	TO: TPAC and interested parties From: Ken Lobeck, Funding Program Lead RE: November #2 2021 MTIP Formal Amendment & Resolution 21-5217 Approval Request I-5 Interstate Bridge Replacement (IBR)	110521T-14
15	Attachment 1	Sept. 2021	Project Information Worksheet for MTIP Amendment: K21570 I-5: Columbia River (Interstate) Bridge	110521T-15
16	Attachment 2	3/21/2021	March 21, 2021 OTC Meeting Minutes	110521T-16
17	Attachment 4	9/24/2021	ODOT TPAC IBR Memo	110521T-17
18	Attachment 5	10/4/2021	Metro Council Amendment Preview Memo	110521T-18
19	Resolution	N/A	Resolution 21-XXXX FOR THE PURPOSE OF PROVIDING CONCURRENCE TO ODOT TO SEEK DIRECT ALLOCATION OF FEDERAL TRANSPORTATION FUNDING UNDER THE REVENUE LOSS PROVISION OF THE CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATION ACT AND DIRECT TO TRANSPORTATION USES IN THE METRO AREA	110521T-19
20	Staff Report	11/112021	TO: TPAC and interested parties From: Ted Leybold RE: IN CONSIDERATION OF RESOLUTION NO. XXXX, FOR THE PURPOSE OF PROVIDING CONCURRENCE TO ODOT TO SEEK DIRECT ALLOCATION OF FEDERAL TRANSPORTATION FUNDING UNDER THE REVENUE LOSS PROVISION OF THE CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATION ACT AND DIRECT TO TRANSPORTATION USES IN THE METRO AREA	110521T-20
21	Exhibit A	N/A	Exhibit A to Resolution 21-XXXX	110521T-21
22	Resolution	N/A	Resolution 21-5220 FOR THE PURPOSE OF ADOPTING THE 2021 REGIONAL TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS STRATEGY, REPLACING THE 2010 REGIONAL 2010-2020 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ACTION PLAN	110521T-22

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
23	Staff Report	10/29/2021	TO: TPAC and interested parties From: Caleb Winter RE: IN CONSIDERATION OF RESOLUTION NO. 21-5220, FOR THE PURPOSE OF ADOPTING THE 2021 REGIONAL TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS STRATEGY, REPLACING THE 2010 REGIONAL 2010-2020 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ACTION PLAN	110521T-23
24	Report	Sept. 2021	2021 Transportation Systems Management & Operations (TSMO) Strategy: Public Comment Draft	110521T-24
25	Memo	10/26/2021	TO: TPAC and Interested Parties From: Kim Ellis, Principal Transportation Planner RE: 2023 Regional Transportation Plan (RTP) Update – Kick-off Scoping Process	110521T-25
26	Memo	10/29/2021	TO: TPAC and Interested Parties From: Grace Cho, Senior Transportation Planner RE: 2024-2027 Metropolitan Transportation Improvement Program (MTIP) Development – Update on ODOT Region 1 Fix-It project list nominations	110521T-26
27	Memo	10/29/2021	TO: TPAC and Interested Parties From: Grace Cho, Senior Transportation Planner RE: 2024-2027 Metropolitan Transportation Improvement Program (MTIP) Development – Follow Up on Pedestrian-Bicycle Strategic Nominations for the Portland Region	110521T-27
28	Memo	11/04/2021	TO: TPAC and Interested Parties From: Lake McTighe, Regional Planner RE: Monthly fatal crash update for 2021	110521T-28
29	Slide	11/05/2021	Oct. 2021 traffic deaths in Clackamas, Multnomah and Washington Counties	110521T-29
30	Presentation	11/05/2021	November 2021 Formal Amendments Summary Resolutions 21-5217, 21-5218, and 21-5219 Amendments # NV22-02-NOV1, NV22-03-NOV2, and NV22-04-NOV3	110521T-30
31	Memo	11/2/2021	TO: TPAC and Interested Parties From: Ted Leybold, Transportation Planning Manager Ken Lobeck, Senior Transportation Planner Grace Cho, Senior Transportation Planner RE: 2024-2027 Metropolitan Transportation Improvement Program (MTIP) Amendment – I-5 Interstate Bridge Replacement Project	110521T-31
32	Attachment 3	N/A	Attachment 3 – FOR TPAC REVIEW AND DISCUSSION Staff Report for Resolution 21-5217 MTIP Amendment for the I-5 Interstate Bridge Replacement project and Investment Priority Policies	110521T-32
33	Presentation	11/05/2021	November 2021 Formal Amendment – Resolution 21-5217 I-5 Interstate Bridge Replacement (IBR) PE Phase	110521T-33

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
34	Presentation	11/05/2021	COVID-19 Relief Funds	110521T-34
35	Presentation	11/05/2021	Requested Action: 2021 Transportation System Management and Operations (TSMO) Strategy Update	110521T-35
36	Handout	10/29/2021	2024 -2027 STIP Highway Enhance Program	110521T-36
37	Handout	10/29/2021	2024 -2027 STIP Bridge Program	110521T-37
38	Handout	10/29/2021	2024 -2027 STIP Culvert Program	110521T-38
39	Handout	10/29/2021	2024 -2027 STIP Operations Program	110521T-39
40	Handout	10/29/2021	2024 -2027 STIP Preservation Program	110521T-40
41	Handout	10/29/2021	2024 -2027 STIP Safety Programs	110521T-41
42	Presentation	11/05/2021	2024-2027 Statewide Transportation Improvement Program Update	110521T-42