

# Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC)**  
Date/time: Friday, December 3, 2021 | 9:30 a.m. to 11:30 a.m.  
Place: Virtual online meeting via Web/Conference call (Zoom)

---

**Members Attending**

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

**Affiliate**

Metro  
Clackamas County  
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  
Oregon Department of Environmental Quality  
Washington State Department of Transportation  
Port of Portland  
City of Vancouver

**Alternates Attending**

Jamie Stasny  
Mark Lear  
Jaimie Lorenzini  
Julia Hajduk  
Tom Mills  
Glen Bolen  
Gerik Kransky

**Affiliate**

Clackamas County  
City of Portland  
City of Happy Valley and Cities of Clackamas County  
City of Sherwood and Cities of Washington County  
TriMet  
Oregon Department of Transportation  
Oregon Department of Environmental Quality

**Members Excused**

Chris Ford  
Jessica Stetson  
Idris Ibrahim  
Wilson Munoz  
Yousif Ibrahim  
Rachael Tupica  
Rob Klug  
Shawn M. Donaghy  
Jeremy Borrego  
Rich Doenges

**Affiliate**

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

**Guests Attending**

Will Farley  
Adriana Antelo  
Alice Bibler  
Jessica Engelmann  
Michael Weston  
Cody Field  
Jack Nelson  
Rebecca Steiner  
Dave Roth  
Mike Mason  
Brad Choi  
Mandy Putney  
Bob Kellett  
Garet Prior  
Heather Wills  
Kari Schlosshauer  
Vanessa Vissar  
Jeff Owen  
Chris Damgen

**Affiliate**

City of Lake Oswego  
  
Oregon Department of Transportation  
City of Beaverton  
City of King City  
City of Tualatin  
  
Oregon Department of Transportation consultant  
  
Oregon Department of Transportation  
  
Oregon Department of Transportation  
Portland Bureau of Transportation  
Oregon Department of Transportation  
Oregon Department of Transportation  
Safe Routes to Schools  
Oregon Department of Transportation  
  
City of Troutdale

**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  
Eliot Rose, Transportation Tech & Analyst  
Kai Oishi, Metro Intern  
Tyler Frisbee, Government Affairs & Policy  
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  
Marie Miller, TPAC Recorder

**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) – none.
- **Monthly MTIP Amendments Update** (Ken Lobeck) Chair Kloster referred to the memo in the packet provided by Ken Lobeck on the monthly submitted MTIP formal amendments during

November 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 report. As of the 11/29/21 ODOT fatal crash report and available police notices, 121 people have died in car crashes (an average of 11 people a month) in the three counties. Of the people killed, 31 percent have been people walking, a significant increase. Statewide, 527 people have died in traffic crashes (an average of 47 people a month).
- **Department of Land Conservation and Development (DLCD) Climate Friendly & Equitable Communities Rulemaking, December update** (Kim Ellis) Future meetings presented by Oregon Department of Land Conservation and Development (DLCD) on the Climate-Friendly & Equitable Communities Rulemaking (CFEC) discussion were mentioned. Dec. 15 Metro is hosting a meeting for TPAC and MTAC committees with regional planning directors invited. The links to CFEC Topical work group meetings:  
<https://content.govdelivery.com/accounts/ORDLCD/bulletins/2fed52b>  
And CFEC Practitioner meetings was shared in chat:  
<https://content.govdelivery.com/accounts/ORDLCD/bulletins/2fed4de>

These meetings by DLCD are held live stream with opportunity to ask questions and provide feedback on the working draft rules that are currently being drafted with revisions.

- **Discussion on 2022 TPAC meeting start times; 9 or 9:30 a.m. and TPAC community members** (Chair Kloster) It was announced the TPAC meetings would be scheduled to start at 9:00 a.m. beginning January 2022. The decision to move the start time earlier is due to large agendas. Discussion on this proposal will continue in January with committee input on meeting breaks desired and earlier start times with feedback welcome. The 2022 TPAC meeting date schedule and work program will be provided to the committee.

Due to lower participation from community members, Metro is rethinking the process and structure with community members on the committee temporarily. Recruitment for these TPAC positions have been placed on hold for now. More on this will be discussed in January. Karen Buehrig noted the importance for engagement with our community members, especially important now with the RTP updates. It was suggested to discuss what the conditions to allow participation are, and how meetings held virtually recognize members onscreen. More suggestions and input is welcome, which can sent to Chair Kloster or Marie Miller.

- **RAISE grant award announcement – Council Creek Trail** (Chris Deffebach) Ms. Deffebach announced the Rebuilding America Infrastructure with Sustainability and Equity (RAISE) grant award to Washington County for \$12,200,000 toward the Council Creek Regional Trail Project. The project will construct an approximately 5.5-mile multi-use trail along an unused railroad right-of-way. The trail will extend from Hillsboro through Cornelius, to Forest Grove. Credit to years of partnership with cities and agencies was given.

**Public Communications on Agenda Items** – none.

**Consideration of TPAC Minutes from November 5, 2021**

**MOTION: To approve minutes from November 5, 2021**

Moved: Karen Buehrig

Seconded: Allison Boyd

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

**Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-5230**

(Ken Lobeck, Metro) Mr. Lobeck began the presentation with an update on the November 2021 Formal MTIP amendments that included 3 separate amendments for MTIP and STIP programming:

- Regular bundle of 3 projects
- I-5 Interstate Bridge Replacement (I-5 IBR) Programming PE phase for ODOT
- 82nd Ave Safety Improvement project for Portland

JPACT approved the amendments in November, however public comment period has been extended to Dec. 28, and Council date for approval is now January 6, 2021. Comments can be submitted via Metro website. <https://www.oregonmetro.gov/metropolitan-transportation-improvement-program>

The December 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment regular bundle contains a total of four project amendments. The bundle contains two culvert repair projects on I-84. The split funding to Key 20363 and adding Key 22504 represents adding phase 2 to the I-84 Corbett Interchange - Multnomah Falls culvert repairs project. This section of highway is designated as an ODOT Priority Route and culverts along this section of highway and culverts need to be repaired or replaced to extend the lifespan of the culvert, and maintain safety and operations of the highway.

Key 20410 is ODOT's I-84 pavement repair and rehabilitation project from I-205 to Marine Dr. The project adds pavement grind and inlay at west end of project. Eastbound paving at the west end will extend to MP 6.53 and WB paving will extend to MP 5.54. There is no scope or cost change as a result of the limits expansion.

The fourth project is ODOT's Key 21608. The amendment completes scope and funding adjustments to the project. As a result, the total project cost increases by 21% from \$5,184,284 to \$6,283,817. The adjustments result from ODOT's funding review which indicated that there was not enough funds to cover all proposed scope deliverables. ODOT re-evaluated the project and updated the scope, schedule and budget to move this project forward.

Comments from the committee:

- Don Odermott asked that ODOT encourage staff on early communication with info to cities and counties with ODOT changes, prior to presentations where action is taken.
- Chris Deffebach noted the challenges with funding increases due to scoping, design changes and other costs. In particular, funding one intersection of TV Highway at a time, as opposed to a corridor-wide vision that is consistent with long-term planning is preferred. ODOT will forward this feedback to management.

**MOTION: Provide JPACT an approval recommendation of Resolution 21-5230 consisting of four projects which impact ODOT allowing the required adjustments to and enable their next federal approval step and/or phase obligation to occur.**

Moved: Don Odermott

Seconded: Chris Deffebach

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

**I-205 Toll Project (Preliminary Engineering Phase); Ordinance No. 21-1467 Amending the 2018 Regional Transportation Plan (RTP) to include the Preliminary Engineering Phase of the I-205 Toll Project, and to Clarify the Financial Connection of the I-205 Toll Project to the I-205 Improvement Project**

(Kim Ellis, Metro/ Mandy Putney & Gareth Prior, ODOT) Kim Ellis provided an introduction to the proposed Ordinance 21-1467 amending the 2018 Regional Transportation Plan (RTP).

As background, in 2019, the Oregon Department of Transportation (ODOT) initiated studying options for a variable rate toll on all lanes of Interstate 205 (I-205) between Stafford Road and Oregon Route 213 (OR-213), known as the I-205 Toll Project. Tolls would raise revenue to complete financing for the planned I-205 Improvements Project and manage congestion on this section of I-205. In summer 2020, ODOT launched an education and engagement period for the I-205 Toll Project to receive input on the draft purpose and need for the project, the toll alternatives to be studied, and key issues for analysis as required by the National Environmental Policy Act (NEPA).

ODOT is now preparing to move the I-205 Toll Project forward in the NEPA review process. As part of this process, ODOT requested an amendment to the 2018 RTP. The expectation is that amendments to the RTP follow the same adoption process as RTP updates, consistent with Metro's Public Engagement Guide and RTP amendment procedures.

Ms. Ellis reminded the committee what the RTP represents: a 20+ year transportation plan required by federal and state law, coordinating local, regional and state investments, establishing priorities for state and federal funding, and updated every 5 years. The MTIP (Metropolitan Transportation Improvement Program) is a detailed list of regionally significant projects and programs, noting that projects must be in the RTP to be listed (programmed) in the MTIP.

These amendments are needed because FHWA requires NEPA to be completed under a programmed PE phase in the MTIP, and the RTP needs to be amended first to include the PE phase so the MTIP can be amended to program funds for the PE phase. The amendment process for RTP and MTIP was reviewed. Upcoming I-205 Toll Project amendments Metro committee and Council discussion meetings, and action meeting schedules were presented.

**Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-52XX; I-205 Toll Project, Introduction** (Ken Lobeck, Metro/ Mandy Putney & Gareth Prior, ODOT) Mr. Lobeck provided an overview of the MTIP amendment for the I-205 Toll Project. The formal amendment to add the new PE phase project to the MTIP will start in January 2022 with the Metro Transportation Policy Alternatives Committee (TPAC). TPAC's January meeting is scheduled for January 7, 2022. Prior to the MTIP action, Metro is completing an amendment to add the PE phase to the constrained approved Regional Transportation Plan. Adding the PE to the MTIP is contingent upon approval of the RTP amendment.

Metro also must complete a 30-day public notification/opportunity to comment period when a new project is added to the MTIP. Early posting of this MTIP amendment to initiate the public comment period is occurring to have the comment history available for review for TPAC, JPACT, and Metro Council. The 30-day comment period for the MTIP amendment will be open from November 30, 2021

to January 6, 2022. The MTIP amendment approval process will then commence with TPAC at their January 7, 2022 meeting. Approvals from JPACT and Metro Council are required. Upon Metro Council approval, the formal amendment will be sent to ODOT and Federal Highways Administration for their final review and approval as well. Please see the January TPAC agenda for the approval process steps, estimated approval dates, supplemental support materials, and a more detailed staff memo/report concerning the MTIP amendment.

The MTIP amendment reflects a starting point for possible PE phase programming. However, there are several details still to work out with ODOT. This includes:

- Project Name
  - Project Description
  - The PE phase programming amount and fund type codes that will be used.
- Amendment Performance Evaluation Assessment is still to be developed.

Comments from the committee:

- Chris Deffebach noted the MTIP analysis on this amendment was not seen in the packet presented, which provide information for projects of significance, reviewed at TPAC. Ted Leybold reported this was not yet complete, but would be posted with materials as part of the decision process.
- Laurie Lebowsky asked what the window of comment periods were. Ms. Ellis noted the RTP comment period closed Nov. 15, but the MTIP period was open through Jan. 6. <https://www.oregonmetro.gov/metropolitan-transportation-improvement-program> It was noted public testimony are other opportunities to provide feedback directly at committee meetings.

Garet Prior provided a map showing comprehensive congestion management and mobility projects on sections of I-205 and I-5. This included areas of tolling projects and system improvement projects on side arterials in addition to specific current funding sources. The Urban Mobility Office created the Equity and Mobility Advisory Committee that reports to the Oregon Transportation Committee. It has developed foundational statements that address:

- Reliable, emissions reducing, and competitive transportation options
- Climate and equity are connected
- Toll-free travel options for people struggling to meet basic needs
- Equity investments, there on day 1
- User-friendly system (language, tech access, and ability)
- Benefits extend into SW Washington
- State, region and local communities working together

ODOT is addressing low-income impacts through the Advisory Committee, outreach, workshops and briefings through fall 2022. Local issues being addressed include diversion, noise, air quality, access to local businesses, faith centers, health care, schools and parks, and senior, youth and people living with a disability. The study with diversion was noted for both negative and positive. Regional Travel Demand Model will illustrate changes in demand over the course of the day. More detailed modeling will analyze re-routing patterns on the local street network during peak hours. The intersection-level analysis will be ready in mid-January 2022.

Mr. Prior noted the I-205 project with needs for transit and multimodal strategies for transportation options. These strategies include regional and local programs, built upon existing transportation plans, informing ODOT's commitments to project mitigation, and developed in coordination with partners.

Mandy Putney presented information on why funding is needed to answer key questions during Preliminary Engineering (PE) phase of the project. 1. How will income-based toll rates be established? 2. What are the transit and multimodal investments? 3. Where are diversion impacts located and what will be done to address them?

The committee was reminded why the I-205 toll project was needed as an RTP amendment.

- Align the federal documentation (NEPA analysis) for I-205 Toll Project and I-205 Improvements Project
- FHWA requires NEPA to be completed under a programmed PE phase
- The RTP needs to be updated so that the MTIP can be amended

RTP amendment comments during the 45-day period between October 1 – Nov. 15, 2021 were reported. Proposed edits to clarify language were made:

**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. The design work was funded through HB 2017; however, construction funding for this project has not been identified. Construction financing for Phase 1A including Abernethy Bridge and adjacent intersections is identified in HB 3055 (2021 Session). Variable Rate Tolls priced to manage travel demand as well as provide revenue are expected to be used will be used to fund the rest of the project and mitigation (Phase 1B, 1C, 1D and Phase 2).**

The RTP amendment Appendix A Table description would further add clarification by adding: "The PE phase includes completion of environmental analysis under the National Environmental Policy Act (NEPA) and initial design for toll infrastructure."

Comments from the committee:

- Karen Williams asked where in the analysis studies we would find impacts on vehicle miles traveled (VMT). Ms. Putney noted these have not been done yet, but will be part of the environmental assessment available for review and public comment in June 2022. After revisions this will be published at the end of 2022. The performance measures are available on the website. It was noted you can find the I-205 Toll Project performance measures and other technical information in the "library": <https://www.oregon.gov/odot/tolling/Pages/Library.aspx>

Asked what the regional approach integration of projects with VMT analysis, Mr. Prior noted the Regional Mobility Pricing Project will also have this analysis equal to miles traveled with scenarios studied, preliminary data in June 2022, and more complete in 3<sup>rd</sup> quarter 2023.

- Karen Buehrig thanked ODOT for their hard work and efforts on these projects and presentations. Noting the different projects, there was concern on timing of studies following early phases of the tolling projects, suggesting having the pilot completed first. Clackamas County is concerned about impacts to vulnerable populations by diversion with tolling projects, and thinking how to better align the two projects together as whole approach.

Ms. Buehrig noted earlier comments provided by Clackamas County and recommendations made. It was recommended these amendments be similar to RTP projects in how they are written. Clarity on the PE/NEPA phase of the project different from the whole toll project was recommended. It was noted that the comment period open for the MTIP amendment contains the phrase “construction of”, making funding implied for construction, not just the PE/NEPA phase. It was noted to understand the context of the two projects together, and show impacts on diversion they may bring.

- Mandy Putney appreciated the participation with Clackamas County and their comments. ODOT wants to provide clear information and understands that tolling is new to our region with much education to include as we move forward. The studies are expected to capture the full spectrum of impacts to diversion, among other elements, using the regional model as the starting point of analysis, the data available online beginning next month, and learning more about mitigation with conversations ahead. Similar planning and studies are being done with the IBR (Interstate Bridge Replacement) project, following modeling focus groups and analysis. Coordination between teams and projects is developed for the best alignment possible.

Mr. Prior noted the timing between the projects as opportunities to inform issues on diversion before tolls go live and decisions on toll rates are made. The year gap between I-205 and the regional system can better define funding and next steps in phases. Ms. Buehrig acknowledged the unknowns now, aggressive timelines, need to understand how mitigations will be in place at the time of tolling, narrow window time frames between projects, and understanding the benefits to start tolling early and that these specific locations.

- Eric Hesse appreciated ODOT taking the time to present the information. The City of Portland had many of the same types of questions asked at this meeting. Some concerns regarding the gap of year between projects that could potentially complicate the process. Timeline concerns with mitigation unknowns between pilot and full regional projects. It was suggested this might be an opportunity to slow down the process for more effective coordination with policy discussions, and RTP findings that could help inform performance measures. It was noted legislative processes have potential to appeals; timely relevant, realistic timelines was suggested.
- Ms. Putney noted that additional design work has been added to the PE phase of I-205 with entry locations near bridges are placed. The Regional Mobility Policy project needed additional time in the timeline, which has been added. While it seems this is currently on a fast track, ODOT received legislative direction in 2017 for pricing on these two corridors and are now behind schedule. Clarity on materials and hearing from the public and jurisdictions will continue to provide information on travel patterns and behaviors with toll discussions, then mitigations conversations. More work will need to be done in 2022.
- Don Odermott encouraged to think beyond simple metrics with VMT and performance measures, but hours of motor operation and diversion of routes. Gas emissions from diversion and how tolls may affect changes in hours of motor operation is one of the extra steps that can be taken with the studies.
- Tom Mills noted TriMet is working with the ODOT team on how they can help mitigate diversion, providing options to transit with different service designs and allow riders options to avoid tolls if possible. They will continue to stay engaged in the process.



The committee was encouraged to contact Gareth Prior, Mandy Putney and Kim Ellis directly with questions and comments.

**Resolution 21-5211 amending FY 2021-22 Unified Planning Work Program (UPWP) to add Sunrise Gateway Corridor Community Vision Project funded since UPWP adopted** (John Mermin, Metro/ Jamie Stasny, Clackamas County) John Mermin provided an overview of the three amendments to the UPWP being presented. It was noted the UPWP is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds. The UPWP is a living document, and may be amended periodically over the course of the year to reflect changes in project scope or budget. All three of the projects presented will be presented in January for TPAC action.

Jamie Stasny provided an overview of the Sunrise Gateway Corridor Community Visioning Project. This project came about after evolution of the transportation concept during development of the regional funding measure. The County recognized the need for community engagement to understand existing conditions, lived experiences, challenges and opportunities and ultimately the need to create a cohesive community vision for the Sunrise corridor. This project was funded by the Oregon legislature during the 2021 session. House Bill 5006 contributed \$4 million to the project. Clackamas County and the City of Happy Valley will be contributing another \$1.5 million for the project through staff time. The project will be getting underway once the funds becoming available in early 2022 and is scheduled to be completed over an 18 – 24 month timeframe.

Comments from the committee:

- Chris Deffebach asked for clarity on the funding with the project if coming from legislative allocation, and now related to federal funding. Ms. Stasny noted additional funds started from the Oregon legislature in 2021 have been added by the County with jurisdictional transfer. Ken Lobeck noted this did not need MTIP programming because of funding structure.

**Resolution 21-5215 amending FY 2021-22 Unified Planning Work Program (UPWP) to amend funding and add detail to existing I-5 Boone Bridge Planning Project** (John Mermin, Metro/ Vanessa Vissar, ODOT) Background information was shared in the memo packet on this amendment:

In 2019, the Legislature directed ODOT to determine the best way to widen and seismically retrofit the I-5 Boone Bridge over the Willamette River. In March 2021, the Oregon Transportation Commission allocated \$3.7M to complete the Planning Phase. The Planning Phase is estimated to be completed in Fiscal Year 2023 and will further refine a cost estimate range, update traffic analysis with tolling assumptions, advance seismic design, determine bicycle and pedestrian access, evaluate land use, conduct environmental analysis, and complete other pre-NEPA activities.

Comments from the committee:

- Ken Lobeck ask for clarification on Federal funding on this project, which Vanessa Vissar confirmed. Coordination on possible need to have this as a TIP amendment as well.
- Karen Buehrig noted part of the next steps included bike and pedestrian access. Would this include the French Prairie bike bridge part of this assessment? Ms. Vissar noted ODOT is working on details but not sure of the timing and/or funding yet.
- Eric Hesse asked for clarification on the scope of work with assumption of tolling project, in regard to inclusion in the RTP and I-205 timeline. Ms. Vissar noted this was included in the RTP and work with FHWA thru the NEPA process. Gareth Prior added ODOT is working through what

segments get studied where and through which projects. Part of the segment is included in the Regional Mobility Pricing project.

- Chris Deffebach asked for clarification on the NEPA analysis that was not a part of toll revenues to pay for the Boone Bridge. Mandy Putney noted the NEPA analysis would include traffic analysis with tolling assumptions. Only one NEPA study/analysis would be made.

**Resolution 21-5216 amending FY 2021-22 Unified Planning Work Program (UPWP) to add Regional Mobility Pricing Project funded since UPWP adopted** (John Mermin, Metro/ Garet Prior, ODOT)

Background information was shared in the memo packet on this amendment:

The ODOT Toll Program is building on the outcome of the agency's Value Pricing Feasibility Analysis completed in December 2018. The feasibility analysis was conducted using state funding from House Bill 2017; no Federal funds were spent (except for \$43 in June by administrative staff activating the account).

The Toll Program is part of the Statewide Transportation Improvement Program. This planning effort was included in the 2021-2022 UPWP with two components, a Comprehensive Congestion Management and Mobility Pricing Project and tolling of Interstate 205 in Clackamas County (OR213 to Stafford Road), which has subsequently completed planning and entered the preliminary engineering phase.

The Comprehensive Congestion Management and Mobility Pricing Project, renamed as the Regional Mobility Pricing Project, carries forward one project in the planning phase. It is evaluating variable rate pricing on all lanes of the full corridor lengths of Interstate 5 and Interstate 205 within the Portland metro area. In December 2020, the Oregon Transportation Commission, under the direction of HB 2017, extended the toll corridor for this project to the full length of I-5 and I-205 from an earlier shorter segment between southwest and north Portland only. The I-205 Toll Project is ODOT's other active toll project. It has advanced out of the planning phase into the preliminary engineering and environmental review phase and is longer included within the Unified Planning Work Plan.

ODOT initiated a federal Planning and Environmental Linkage (PEL) process in 2021 for the Regional Mobility Pricing Project. The goal is to identify -- through outreach with agency partners and the public -- the project purpose, needs, area of impact, and initial concepts that will be evaluated for environmental impacts under the federal National Environmental Policy Act. This initial planning phase for the Regional Mobility Pricing Project is expected to be completed in 2022.

Comments from the committee:

- Karen Buehrig noted the challenge seeing when this becomes a new UPWP project, then becomes the start of the NEPA process, then becomes the RTP. In past discussions, the Regional Mobility Pricing project was integrated into the RTP with the update end of 2013. It appears now dates are moving the full RTP into the NEPA analysis before the adoption of the 2013 RTP. It was suggested to clarify what's done, what additional actions will be taken and how coordinated relating to the full RTP.

It was noted most people commenting on the I-205 project regard tolling. But what pieces of this project can we influence? What can we talk with the public about that will be helpful and provide insightful engagement?

Garet Prior noted ODOT is working to align the RTP and Regional Mobility Pricing project so as not to create additional stand-alone projects. They are early in the process, but need RTP funding and policy decision, with answers to the questions shown:

- Where are tolls located?
- What is the toll rate for vehicle types?
- What is the toll rate at a certain time of day?

These will help develop scenarios for tolling on I-5 and I-205.

**Infrastructure Investment and Jobs Act (IIJA)** (Tyler Frisbee, Metro/ Glen Bolen, ODOT) Tyler Frisbee presented information on the new Bipartisan Infrastructure Law (BIL) that provides the most significant investment in Capital-1 infrastructure in recent history.

- \$550 billion in new federal investment in roads, bridges, transit, water infrastructure, broadband, power grid, etc.
- \$110 billion in new investment in our roads, bridges, and major projects  
Including \$40 billion in new funding for bridge repair
- \$39 billion in new investment to modernize America's public transit systems
- \$66 billion in Amtrak and intercity rail investments
- \$7.5 billion for EV investments plus funds to electrify school busses, transit busses, and ferries
- \$17 billion in Port infrastructure and \$25 billion in airports

Much of the increase in funding is via existing formula funds. This enables USDOT to get funds out the door quickly. \*New Programs

- National Highway Performance Program: \$1.9 billion
- Surface Transportation Block Grant Program: \$925,763,322
- Railroad-Highway Crossing Program: \$16,330,050
- CMAQ Program: \$110,005,900 over five years (increase of \$8 million over five years)
- Metropolitan Planning Program: \$24,850,982
- National Highway Freight Program: \$90,208,241
- \*Carbon Reduction Program: \$82,547,230
- \*Promoting Resilience Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program: \$93,862,114

The Infrastructure Investment and Jobs Act authorizes over \$100 billion in grant funding, to be given out by USDOT. This is, by far, more funds than have ever been distributed by a USDOT Secretary.

Infrastructure for Rebuilding America (INFRA) Grant Program: \$8 billion

Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) Grant Program: RAISE (formerly BUILD, formerly TIGER): \$7.5 billion

\*PROTECT Grant Program \$1.4 billion

\*National Infrastructure Project Assistance Program: \$5 billion \*Bridge Investment Program: \$12.5 billion

\*Wildlife Crossings Program: \$350 million

\*Congestion Relief Program: \$250

\*Healthy Streets Program: \$500 million

Regarding transit investments, \$106.9 billion for public transit, an increase of \$41.1 billion (63 percent) above current levels. This includes:

- \$33.5 billion is provided for 5307 Urbanized Formula Grants;
- \$18.4 billion for 5337 State of Good Repair Formula Grants;
- \$4.6 billion for 5311 Rural Formula;
- \$3.9 billion for Growth/Density Formula
- \$3.2 billion for Bus Formula;
- \$2.3 billion for Competitive Bus Grants; and
- \$1.9 billion for 5310 Elderly/Disabled Formula.

Oregon is projected to receive a total of \$795.8 million in FTA formula funding over the 5-years, including a total of \$548.6 million for the Portland/Vancouver area.

Ms. Frisbee noted ways on what the region can do to leverage the most from these investments: work with ODOT to direct funding to shared priorities, participate in rulemaking, coordinate with partners with grant approaches, speak with one voice, and talk to our congressional delegations. Metro staff are working on two letters; one from JPACT to OTC on these investment priorities, and one from TriMet/JPACT to legislative delegations thanking them for their work on priorities with transit.

Glen Bolen presented information on how ODOT IJA funding for Oregon would be allocated between selected STIP funding categories. These scenarios will be brought forward to OTC in January with initial public input, updated draft scenarios, and asking for feedback. Public comment period will follow on scenarios after the OTC meeting, including advisory committee presentations and online open house, with final funding scenario approval on the STIP allocations expected in March 2022.

Future meetings and how to participate were shared:

- Region 1 ACT December 6:  
[https://www.oregon.gov/odot/Get-Involved/ACT/120621\\_R1ACT\\_agenda.pdf](https://www.oregon.gov/odot/Get-Involved/ACT/120621_R1ACT_agenda.pdf)
- ODOT Webinar December 7:  
<https://content.govdelivery.com/accounts/ORDOT/bulletins/2fcdde>
- JPACT - Travis Brouwer will present - December 18  
<https://oregonmetro.legistar.com/Calendar.aspx>
- Provide Comments to the Oregon Transportation Commission (OTC): <https://www.oregon.gov/odot/Get-Involved/Pages/OTCComments.aspx>

Comments from the committee:

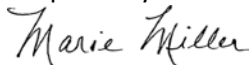
- Eric Hesse asked how the Step 2 funding levels in RFFA was being accounted with CMAQ increased funding. Ted Leybold noted these revenues were over forecast in the previous cycle, but not being backfilled for current funding levels.

**Committee comments on creating a safe space at TPAC** (Chair Kloster) – none.

### **Adjournment**

There being no further business, meeting was adjourned by Chair Kloster at 11:36 a.m.

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, December 3, 2021

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	12/3/2021	12/3/2021 TPAC Agenda	120321T-01
2	TPAC Work Program	11/24/2021	TPAC Work Program as of 11/24/2021	120321T-02
3	Memo	11/24/2021	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments for November 2021	120321T-03
4	Flyer	N/A	RAISE Grants: Rebuilding America Infrastructure with Sustainability and Equity, Council Creek Regional Trail Project	120321T-04
5	Draft Minutes	11/05/2021	Draft TPAC minutes from November 5, 2021	120321T-05
6	Resolution	N/A	Resolution 21-5230 FOR THE PURPOSE OF AMENDING THE 2021-26 METROPOLITAN IMPROVEMENT PROGRAM (MTIP) TO AMEND FOUR PROJECTS IMPACTING ODOT ALLOWING FEDERAL APPROVALS AND PHASE OBLIGATIONS TO BE APPROVED (DC22-05-DEC)	120321T-06
7	Exhibit A	N/A	Exhibit A to Resolution 21-5230	120321T-07
8	Staff Report	11/28/2021	TO: TPAC and interested parties From: Ken Lobeck, Funding Program Lead RE: November 2021 (FFY 2022) MTIP Formal Amendment & Resolution 21-5230 Approval Request	120321T-08
9	Ordinance	N/A	Ordinance 21-1467 FOR THE PURPOSE OF AMENDING THE 2018 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE PRELIMINARY ENGINEERING PHASE OF THE I-205 TOLL PROJECT, AND TO CLARIFY THE FINANCIAL CONNECTION OF THE I-205 TOLL PROJECT TO THE I-205 IMPROVEMENT PROJECT	120321T-09
10	Exhibit A	N/A	Exhibit A to Ordinance 21-1467	120321T-10
11	Staff Report	11/23/2021	TO: TPAC and interested parties From: Kim Ellis, Principal Transportation Planner RE: ORDINANCE NO. 21-1467 FOR THE PURPOSE OF AMENDING THE 2018 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE PRELIMINARY ENGINEERING PHASE OF THE I-205 TOLL PROJECT, AND TO CLARIFY THE FINANCIAL CONNECTION OF THE I-205 TOLL PROJECT TO THE I-205 IMPROVEMENT PROJECT	120321T-11

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
12	Attachment 1	10/1/2021	Coordinated Timeline for Proposed I-205 Toll Project Amendments September 2021 to February 2022	120321T-12
13	Attachment 2	9/22/2021	I-205 Toll Project Regional Transportation Plan Amendment	120321T-13
14	Attachment 3	11/23/2021	I-205 Toll Project RTP Amendment Public Comment Report	120321T-14
15	Memo	11/24/2021	TO: TPAC and Interested Parties From: Ken Lobeck, Grace Cho and Ted Leybold, Metro RE: I-205 Tolling amendment to the 2021-2024 MTIP	120321T-15
16	Worksheet	N/A	2021-24 Metropolitan Transportation Improvement Program (MTIP) PROJECT AMENDMENT DETAIL WORKSHEET	120321T-16
17	Resolution	N/A	Resolution 21-5211 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD THE SUNRISE GATEWAY CORRIDOR COMMUNITY VISIONING PROJECT THAT WAS FUNDED SINCE THE UPWP WAS ADOPTED	120321T-17
18	Exhibit A	N/A	Exhibit A to Resolution No. 21-5211	120321T-18
19	Staff Report	11/24/2021	TO: TPAC and interested parties From: John Mermin, Metro/ Jamie Stasny, Clackamas County RE: IN CONSIDERATION OF RESOLUTION NO. 21-5211 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD THE SUNRISE GATEWAY CORRIDOR COMMUNITY VISIONING PROJECT FUNDED SINCE THE UPWP WAS ADOPTED	120321T-19
20	Resolution	N/A	Resolution 21-5215 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO AMEND THE FUNDING AND ADD DETAIL TO THE I-5 BOONE BRIDGE PLANNING PROJECT	120321T-20
21	Exhibit A	N/A	Exhibit A to Resolution 21-5215	120321T-21
22	Staff Report	11/24/2021	TO: TPAC and interested parties From: John Mermin, Metro/ Glen Bolen & Vanessa Vissar, ODOT RE: IN CONSIDERATION OF RESOLUTION NO. 21-5215 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO AMEND THE FUNDING AND ADD DETAIL TO THE EXISTING 1-5 BOONE BRIDGE PLANNING PROJECT	120321T-22

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
23	Resolution	N/A	Resolution 21-5216 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD THE REGIONAL MOBILITY PRICING PROJECT THAT WAS FUNDED SINCE THE UPWP WAS ADOPTED	120321T-23
24	Exhibit A	N/A	Exhibit A to Resolution 21-5216	120321T-24
25	Staff Report	11/24/2021	TO: TPAC and Interested Parties From: John Mermin, Metro/ Glen Bolen & Mike Mason, ODOT RE: IN CONSIDERATION OF RESOLUTION NO. 21-5216 FOR THE PURPOSE OF AMENDING THE FY 2021-22 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD THE REGIONAL MOBILITY PRICING PROJECT THAT WAS FUNDED SINCE THE UPWP WAS ADOPTED	120321T-25
26	Memo	12/2/2021	TO: TPAC and Interested Parties From: Lake McTighe, Regional Planner RE: November 2021 fatal crash update	120321T-26
27	Slide	11/29/2021	Nov 2021 fatal crash report Clackamas, Multnomah and Washington Counties	120321T-27
28	Presentation	12/03/2021	December 2021 Formal Amendment Summary Resolution 21-5230	120321T-28
29	Presentation	12/03/2021	I-205 Project: RTP Amendment Public Comment Report	120321T-29
30	Presentation	12/03/2021	I-205 Tolling MTIP Amendment Preview	120321T-30
31	Presentation	12/03/2021	I-205 Toll Project: Regional Transportation Plan (RTP) and Metropolitan Transportation Improvements Program (MTIP) Amendments	120321T-31
32	Presentation	12/03/2021	2021-22 Unified Planning Work Program Amendments	120321T-32
33	Memo	11/17/2021	TO: TPAC and interested parties From: Tyler Frisbee, Deputy Director of Government Affairs RE: Infrastructure Investment and Jobs Act in Oregon	120321T-33
34	Presentation	12/03/2021	Infrastructure Investment and Jobs Act (IIJA) or the Bipartisan Infrastructure Law (BIL)	120321T-34
35	Presentation	12/03/2021	Infrastructure Investment and Jobs Act Implications for Oregon	120321T-35