

# Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC)**  
Date/time: Friday, March 4, 2022 | 9:00 a.m. to 12:00 p.m.  
Place: Virtual online meeting via Web/Conference call (Zoom)

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**Members Attending**

Tom Kloster, Chair  
Karen Buehrig  
Allison Boyd  
Chris Deffebach  
Lynda David  
Eric Hesse  
Jaimie Lorenzini  
Jay Higgins  
Tara O'Brien  
Chris Ford  
Karen Williams  
Laurie Lebowsky  
Lewis Lem  
Idris Ibrahim  
Rachael Tupica  
Katherine Kelly

**Affiliate**

Metro  
Clackamas County  
Multnomah County  
Washington County  
SW Washington Regional Transportation Council  
City of Portland  
City of Happy Valley and Cities of Clackamas County  
City of Gresham and Cities of Multnomah County  
TriMet  
Oregon Department of Transportation  
Oregon Department of Environmental Quality  
Washington State Department of Transportation  
Port of Portland  
Community Representative  
Federal Highway Administration (FHWA)  
City of Vancouver, WA

**Alternates Attending**

Jamie Stasny  
Mark Lear  
Dayna Webb  
Julia Hajduk  
Glen Bolen  
Gerik Kransky

**Affiliate**

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

**Members Excused**

Don Odermott  
Rob Klug  
Shawn M. Donaghy  
Jeremy Borrego  
Rich Doenges

**Affiliate**

City of Hillsboro and Cities of Washington County  
Clark County  
C-Tran System  
Federal Transit Administration  
Washington Department of Ecology

**Guests Attending**

Mike Foley  
Jean Senechal Biggs  
Paul Edgar

**Affiliate**

City of Beaverton

**Guests attending, (continued)**

Kara Hall	Fehr & Peers
Cody Field	City of Tualatin
Roger Geller	City of Portland
Ted Labbe	UGI
Nick Forty	FHWA, Oregon Department of Transportation
Councilor Shirley Craddick	Metro Councilor, JPACT Chair
Brett Sherman	Madrona Wealth
Sarah Iannarone	The Street Trust
Steve Koper	City of Tualatin
Chris Smith	No More Freeways
Valerie Pratt	City of Tualatin, Councilor
Terry Kearns	AECOM
Nathan Clark	Stuart Collection
Michael Weston	City of King City
Ken Zaterain	TriMet
Kathy Hyzy	City of Milwaukie, Councilor
Brad Choi	City of Hillsboro
John Charles	Cascade Policy Institute
Alice Bibler	Oregon Department of Transportation
Garet Prior	Oregon Department of Transportation
Mandy Putney	Oregon Department of Transportation
Della Mosier	Oregon Department of Transportation
Rian Windsheimer	Oregon Department of Transportation
Tia Williams	Oregon Department of Transportation
Brendan Finn	Oregon Department of Transportation
Mike Mason	Oregon Department of Transportation
Michael Holthoff	Oregon Department of Transportation
Jason Kelly	Oregon Department of Transportation
Delia Mosier	Oregon Department of Transportation
Aliza Whalen	WSP
Gregory Mallon	WSP
Brooke Jordan	WSP
Adela Mu	WSP
Josh Channell	WSP
Grant Olear	WSP
HW (unidentified)	
3 Phone Callers (unidentified)	

**Metro Staff Attending**

Margi Bradway, Dep. Director Planning, Development & Research	
Ted Leybold, Resource & Dev. Manager	John Mermin, Senior Transportation Planner
Kim Ellis, Principal Transportation Planner	Michelle Bellia, Office of Metro Attorney
Ken Lobeck, Senior Transportation Planner	Lake McTighe, Senior Transportation Planner
Dan Kaempff, Principal Transportation Planner	Grace Cho, Senior Transportation Planner
Eliot Rose, Transportation Tech & Analyst	Molly Cooney-Mesker, Sr. Communications Associate
Ally Holmquist, Senior Transportation Planner	Caleb Winter, Senior Transportation Planner
Thaya Patton, Sr. Researcher & Modeling	Clint Chiavarini, Senior GIS Specialist
Roger Alfred, Office of Metro Attorney	Anne Buzzini, Metro Councilor Advisor

Jodie Kotrlik, Resource Analyst  
Connor Ayers, Metro Councilor Advisor  
Andrea Pastor, Sr. Regional Planner  
Summer Blackhorse, Program Assistant

Matthew Hampton, Sr. Transportation Planner  
Grace Stainback, Associate Transportation Planner  
Ash Everfeld, 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. Committee members, member alternates, guests, public and staff were noted as attending. Reminders where Zoom features were found online was reviewed. A memo from Chair Kloster was shared detailing the new online format with panelists (committee members/alternates and presenters) and attendees (staff, guests and public members). A reminder was given on naming individual positions with the committee onscreen. Input was encouraged for providing safe space for everyone at the meeting via the link in chat. Comments would be shared at the end of the meeting.

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

- **Updates from committee members and around the Region**  
Tara O'Brien announced that TriMet just launched their Forward Together Program with a survey on their website now running. The link for this was shared: <https://trimet.org/forward/>  
More information will be brought to TPAC in May at a workshop with future TriMet service decisions.
- **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 submitted from the end of January to mid-February 2022. For any questions on the monthly MTIP amendment projects you may contact Mr. Lobeck directly.
- **Fatal crashes update** (Lake McTighe) The Jan-Feb 2022 traffic fatalities in Clackamas, Multnomah and Washington counties update was provided. It was noted there have been 25 traffic fatalities in 2002 to date. Names from ODOT preliminary report and news reports as of 2/24/22 were given.

Information on the Regional transportation safety webinar training *Part 1- The Safe System Approach: What is it and why is it getting so much attention?* Was provided. This will be held March 28, 10-11:30 a.m. with the link at attend shared: Safe System approach webinar training registration link: [https://us02web.zoom.us/webinar/register/WN\\_fbOr7SxPR7-LnkE183yCLg](https://us02web.zoom.us/webinar/register/WN_fbOr7SxPR7-LnkE183yCLg)  
Committee members were invited and are encouraged to attend.

- **Regional Flexible Funds Allocation (RFFA) update, timeline, next steps** (Dan Kaempff) Mr. Kaempff noted the supplemental memo sent regarding this item. It provides a summary of the project proposals received for consideration to be funded through the 2025-2027 Regional Flexible Funds Allocation (RFFA) and Parks and Nature Trails Bond, and outlines the next steps in the allocation process for these regional funds. 29 applications were submitted. Applicants were given the option of indicating their preferred funding source: RFFA, Trails Bond, or either source. The total requested amount is \$115,780,513.

A schedule of activities taking place through the spring and summer of this year leading to JPACT's decision on funding occurring in September with Council action scheduled for October



**Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 22-5251** (Ken Lobeck, Metro) Mr. Lobeck provided information on the March 2022 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment regular bundle contained in Resolution 22-5251 and being processed under MTIP Amendment MA22-09-MAR. The bundle contains a total of nine project amendments. The March 2022 Formal MTIP Amendment bundle involves primarily technical and budgetary programming adjustments needed for upcoming federal reviews and required approvals

Short summary of the amendment:

- **Keys 22138 and TBD4:** The first two projects involve removing funding supporting Transportation Demand Management (TDM) from Portland’s Washington/Stark safety improvement project in Key 22138. Portland will utilize approximately \$120,000 to support the completion of TDM activities per the RFFA award conditions for the project. The funding is being transferred to Key TBD4 (Temporary ID) and combined with required TDM activities supporting Portland’s safety improvement project in Key 22134. The TDM activities will occur about the same time the construction phase moves forward for both projects. For Key 22138, Portland also was able to secure additional local funding increase the project scope up to the original submission concept. The “up-scope” action includes pedestrian crossings at SE 105th at the Stark and Washington intersections that were not included in the RFFA application. PBOT also identified a need for paving on SE Washington from 102nd to 108th. The added scope elements are within the existing project limits. As a result the project’s estimated revised cost increases from \$6,532,000 to \$11,442,000.
- **Keys 21606 and 22575:** Key 21606 is an intersection improvement project by ODOT that includes a signal upgrade at the intersection of OR224 and Monroe St in Milwaukie. The project was initially considered to include additional safety improvements along Monroe Street. However, they were not included due to possible budget issues.

At the same time Milwaukie is proposing a Monroe Street Neighborhood Greenway project consisting of five segments that will provide pedestrian/bicyclist and safety improvements along the alignment. The five segments begin with Segment A at SE 21st St and proceed east along Monroe and Washington Streets out to Linwood Ave. Segments D and E are RFFA awarded improvements. ODOT’s OR224 intersection improvement project acts as Segment B. The city of Milwaukie will provide funding supporting the pedestrian and safety improvements along segments A and C, but not B.

Upon additional cost reviews for segment B (Key 21606), the project has been determined to be overfunded. ODOT and Milwaukie determined a portion of the funding (approximately \$1.5 million) could be split from the intersection safety improvement project in Key 21606 and applied to pedestrian/bicycle and safety improvements along Monroe St (segment A). MTIP amendment actions are splitting the \$1.5 million from key 21606 and applying it to the new child project on Monroe St for the pedestrian/bicyclist and safety improvements. Together, Key 21606, Key 22576, and the RFFA funded project in Key 22141 will should provide the needed funding to complete all five segments proposed by the city of Milwaukie.

- **Keys 22316 and 22435:** Both projects are ODOT projects that experienced cost increases. The amendments are addressing the funding shortfalls. For Key 22316, the programming costs only captured the Oregon cost for the project and not the Washington portion. The correction results in the project doubling in cost. WASHDOT still is providing 50% of the project cost. For

Key 22435, inflation appears to be the villain here. The PE phase consultant contract cost was not correctly estimated. As a result, \$2 million of additional ODOT funds are being to address the PE phase shortfall.

- **Keys 20888, 22154, and 20889:** These three keys function as annual UPWP regional corridor study buckets. During last December, Metro began repositioning the UPWP buckets to be programmed as needed in FFY 2022. The Regional Corridor/Next Corridor UPWP buckets were not addressed at that time due the annual SFY 2023 study needs not being determined yet. Presently, the SFY 2023 Corridor Study needs are becoming clearer allowing the required programming adjustments to occur. They are occurring now to allow the final adjustments needed to occur in April administratively.

Comments from the committee:

- Chris Ford noted the time between TPAC, JPACT and Metro Council for consideration of MTIP amendments has stretched to nearly a two-month minimum. Inflation and project timelines have created concerns with making the process as timely as possible. Mr. Lobeck agreed the legislative requirements may be delayed or slow from agenda overloads with committees or other issues occurring, but Metro is working to meet critical deadlines for projects. Michelle Bellia added Metro Council is working through budget sessions currently which may affect some agenda schedules as well.
- Karen Buehrig thanked Mr. Lobeck for all the materials in the packet with the mapping especially helpful in understanding the projects. It was noted the significance with the Monroe Street project moving forward that connects through Milwaukie, a portion on unincorporated Clackamas County to 82<sup>nd</sup> Ave. where local funds are able to work with these. Mr. Lobeck credited Kelly Brooks for support of this project.
- Rachael Tupica supported Mr. Ford's comments and concern on moving amendments forward with priorities and numerous projects occurring. Ted Leybold noted a lot of the timeline at Metro is driven by the notification requirements for the public meetings and public comment periods. Metro has worked hard over the past several years to provide amendment process that is compressed to move the comment period right up to time of Metro Council dates. Metro is moving as fast as requirements allow. Future optional discussions could include project changes/requirements for amendments.

Ms. Tupica acknowledged the balance between agenda schedules with the required comment periods, and encouraged Metro setting clarity on dates so that project timelines with budgets could move forward and stay on track. Mr. Leybold noted the increased number of amendments in the last several years. Perhaps most affect for change is looking at kinds of projects that are coming through as opposed to bundles of projects. Mr. Ford noted the sensitivity of the timeline happens after JPACT acts as the moments things become less certain.

**MOTION: TPAC to provide JPACT an approval recommendation of Resolution 22-5251 consisting of nine projects which require the needed changes to complete various federal delivery approval steps.**

Moved: Chris Deffebach

Seconded: Allison Boyd

**ACTION: Motion passed with one abstention, Lewis Lem**

**2018 Regional Transportation Plan (RTP) Amendment 21-1467, I-205 Toll Project** (Kim Ellis, Metro, Mandy Putney & Gareth Prior, ODOT) Kim Ellis presented a review of the RTP amendment process. The RTP amendment is being considered prior to the MTIP amendment as projects must be in the RTP to be listed in the MTIP. Requirements with the amendments, including public comment periods and committee roles were reviewed.

Key concerns JPACT requested TPAC to address following the February meeting were:

- ODOT commitments are currently too broad – more specificity and how JPACT can hold ODOT accountable needs to be described
- Establish a formal structure for the impacted local jurisdictions, JPACT and the Metro Council to be involved in project decisions
- Develop a plan to ensure consistency between I-205 and the Regional Mobility Pricing Project (RMPP), and do not begin tolling on I-205 until FHWA has approved the RMPP
- Ensure the I-205/Abernethy Bridge (Phase 1A) project remains on current schedule
- Reduce the scope of the MTIP amendment to include only the NEPA process
- Provide financial transparency
- Commitment from ODOT to analyze 2027 data on community impacts
- A specific plan to mitigate diversion from day one and in the long-term
- Implement the recommendations from the Equity and Mobility Advisory Committee (EMAC)
- Address appropriate income levels for waivers to tolling and plan to address cost-burdened low income drivers

Mandy Putney and Gareth Prior, ODOT, presented information on the proposed amendments. Appreciation on input from TPAC and JPACT in refining these amendments was noted. Conversations and discussions between ODOT and regional partners have taken place regarding the commitments given by ODOT since the last meeting. These subjects include:

- Elevate and clarify the role of local policy makers and stakeholders
- Coordinate diversion impacts mitigation with the region
- Enhance the connection between Regional Mobility Pricing Project and I-205 Toll project
- Center equity in process and outcomes
- Increase transit and multimodal transportation options
- Provide fiscal transparency to build trust and understanding

Engagement timelines were shown planned through 2025 for toll policies, Regional Mobility Pricing Project, and I-205 Toll Project. Mr. Prior noted conversations, questions, and critiques have improved these amendments and the operations of ODOT’s approach to congestion pricing/tolling, and ODOT hopes this new information and ODOT Commitments provides the clarity, accountability, and transparency needed to take the RTP and MTIP amendment steps today, knowing that there will be many checkpoints before tolling begins.



ODOT can accept the proposed revised I-205 Toll Project RTP amendment proposal provided by Clackamas County, and with some small but important revisions, ODOT is supportive of its passage. The revisions by ODOT were given as such:

The Project would toll all lanes of I-205 on or near the Abernethy Bridge and Tualatin River Bridge. The Project's purpose is to raise revenue to fund construction of the I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 (OR 213). The PE phase includes completion of environmental analysis under the National Environmental Policy Act (NEPA) ~~and initial design for toll infrastructure~~. The NEPA process for the I-205 Toll Project will analyze the benefits and impacts of tolling on I-205 between Stafford Road and Oregon Route 213 (OR 213), and describe mitigation commitments. In addition, ODOT has developed a "I-205 Toll Project: Commitments for ODOT and Regional Partners" document. The below items will be addressed during the NEPA process:

3. Enhancing the connection between the Regional Mobility Pricing Project (RMPP) and the I-205 Tolling Project: During the I-205 Tolling NEPA process, the cost, opportunities and impacts associated with tolling on I-205 and the RMPP will be identified and discussed with regional partners before design activities for the tolling program begin. In addition, Regional Toll Policies will be developed. This will inform the on-going development of a comprehensive regional tolling and congestion pricing plan that ensures that no one part of the system is tolled until the ~~RMPP FHWA~~ has been approved ~~the RMPP~~ or ODOT has developed a plan the region supports.

4. Centering on Equity in our process and outcomes: Continue to use the Oregon Toll Program's Equity Framework and support the recommendations from the Equity Mobility Advisory Committee (EMAC) to guide the I-205 Toll Project. In addition, the NEPA process should demonstrate how the pricing system is truly managing to travel demand to reduce greenhouse gases. The Low-Income Toll Report will inform the NEPA process. The NEPA process should also include income-based ~~exemptions strategies~~ and revenue projections ~~necessary to fund the climate and equity efforts identified by EMAC and local jurisdictions~~.

5. Increasing regional Transit and Multimodal Transportation options - In coordination with a Transit Multimodal Work Group (TMWG), a Transit and Multimodal Corridor Strategy will be developed to identify and fund priority projects and programs and ensure that reliable, emissions-reducing, and a competitive range of transportation options are provided to advance climate, safety, and mobility goals, and prioritize benefits to Equity Framework1 communities. The Transit and Multimodal Corridor

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Strategy will address how priority projects that are ineligible for State Tollway Account revenue or gas tax revenue will be funded, including funding for ongoing operations and capital cost of additional buses, stops, facilities and other transit improvements. The Transit and Multimodal Corridor Strategy will address how ODOT and regional partners will secure and distribute the necessary funding required to implement the Transit and Multimodal Corridor Strategy in coordination with local jurisdictions and transit providers.

Comments from the committee:

- Karen Buehrig appreciated the work ODOT has done working together with TPAC to help move the NEPA process forward which is very important to Clackamas County. It was helpful for Mr. Prior to walk through the proposed edit on what the County submitted for changes on the amendment, and will be prepared to make a motion when the time comes on this agenda.
- Chris Deffebach appreciated the work from Clackamas County to help highlight the importance of these issues, and the efforts by ODOT to help highlight planned engagements and strategies. Clarification was noted on the #5 commitment to increase transit and multimodal



transportation options, with a reminder that this amendment is addressing the I-205 corridor with multimodal transit options, but other transit projects are needed as well region-wide with investments, not just the I-205 corridor. ODOT agreed with this clarification.

- Eric Hesse asked about the sequence on motion and amendments. Chair Kloster noted he would ask for a motion to approve as recommended, then have discussions on the motion with proposed amendments as needed. Mr. Hesse asked for clarification on the timeline with OTC policies and intersections with adoption of the RTP. It was expected more alignment is anticipated moving forward. Mandy Putney noted the new regional policy committee being deeply involved in the Oregon Highway Transportation Plan update conversations. The state plan needs to be aligned with the regional plan. Expected overlaps in conversations will involve liaison groups between JPACT and ODOT for state policy conversations as well. Mr. Prior noted the timelines for each planning update work out well for coordination.
- Chris Ford asked for clarification where the project description fits in the RTP with language proposed specific to this amendment. Michelle Bellia with the Office of Metro Attorney noted process-wise it is helpful for Metro when we have these preliminary questions completed and have a motion to approve, then can amend the motion with such discussions on where this language goes regarding the RTP. Noting the concern from possible multiple project descriptions in the RTP, and surprise of references and outcomes not currently in the RTP, Ms. Bellia noted they will be looking at the best place for location of language with intent of the approved motion, per discussion.
- Jaimie Lorenzini asked how firm the ODOT commitments were, which are not necessarily in the RTP, and if opportunities to address revisions in the future were possible. It was also asked if exploring the connections between specific to the I-205 tolling project and the RMPP, would ODOT consider exploring the concepts of sunset on the I-205 toll project in certain scenarios in the RMPP if not approved.

Ms. Putney noted the Oregon Transportation Commission is the toll rate authority in the state, and ODOT cannot speculate on future actions they may choose to take such as sunset projects. Regarding the commitment list it was asked if other additions were suggested. Mr. Prior added it would be helpful to get to the motion first with the proposed commitment list and have additional comments wanted sent to JPACT with the motion.

Ms. Lorenzini noted her concerns were not a desire to change the commitments but to understand iterative the commitments are moving forward with the process if there was interest in adding future commitments. Regarding the sunset issue this is less about landing this on OTC but for considering this as contingency if the RTP is delayed. Ms. Putney noted these considerations were years away and ODOT would address them if asked by OTC to do so. ODOT is planning to stay engaged with Metro and our regional partners and is always open to feedback and input. Asked if considerations with RMPP and I-205 will have further discussions as future analysis is known, Ms. Putney agreed.

**MOTION: TPAC to approve RTP amendment 21-1467 including Exhibit A to Ordinance 21-1467 with highlighted strikethroughs and underscore additions starting on page 113-117 of the meeting packet, with revisions proposed by Clackamas County sent to TPAC on March 1 for the RTP Appendix A project description to add to the I-205 project, and in addition directing Metro staff to incorporate into the RTP and RTP project description for JPACT consideration.**

Moved: Karen Buehrig

Michelle Bellia noted it would be easier to have the original staff recommendation motion to approve be made before additional amendments to the motion from Clackamas County and ODOT. Ms. Buehrig noted the wording was phrased in response to three layers of language with commitments and project descriptions, but could withdraw the motion for process purposes. Ms. Bellia added that for the purpose of providing JPACT an amendment that incorporates all further amendments to this motion they could start with the first specific amendment to approve.

**MOTION: TPAC to recommend Amendment 21-1467 to 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 (original staff recommendation)**

Moved: Laurie Lebowsky

Seconded: Julia Hajduk

Discussion on the motion:

- Karen Buehrig addressed proposed amendment to this motion. Prior to this meeting TPAC received instructions from JPACT to address concerns, Clackamas County submitted proposed changes, which were shown on screen from page 117 of the packet specific to the project description, which is one piece of the amendment. This page is titled **Exhibit A to Ordinance No. 21-1467, 2. Amend 2018 RTP Appendix A to add I-205 Toll Project (Preliminary Engineering Phase) as follows:** highlighted text.

In addition, added draft language to the ODOT commitments to add reference that have been developed addressing both the I-205 project and RTP are written to call out the different categories specific to the job description to I-205 and what would be done from NEPA. This begins on page 715 of the packet, titled **Project Description Amendments to RTP Ordinance, I-205.**

In response to what ODOT has proposed in the I-205 Toll Project: Commitments for ODOT and Regional Partners” document, Clackamas County particularly calls out bullet #3 in regarding how the on-going development of a comprehensive regional tolling and congestion pricing plan that ensures that no one part of the system is tolled until the FHWA has approved the RMPP or ODOT has developed a plan the region supports.

Staff prepared to send links in chat for all documents referenced to been seen by committee members before actions taken on motions.

- Michelle Bellia described as Step 1 as those documents referenced by Ms. Buehrig as attachments to the ordinance, where language in the ordinance itself references the documents (attachments). In addition, there would be a note in the ordinance regarding the attachments for concerns/issues on the commitments with the need to address them as part of this project.

Step 2 to this document with removal of language with the project description will need to be addressed in the project description piece. It was important to flag three places where the NEPA process is referenced in regard to the intent to amend the description that is part of the RTP amendment. The table, summary and map we can leave for later. The project description is the Appendix to the RTP. As part of the bigger picture, as motion to amend there will be two actions coming out of this:

- Attachment to the ordinance
- Amendment to the project description  
Regarding references to the NEPA process, if a member want to amend the project description staff can be directed to work on this, or have specific projects called out in the RTP that may currently not be referenced from multiple projects.
- Julia Hajduk noted that what Ms. Bellia was describing is not what Ms. Buehrig’s earlier motion was. Clarity is needed on which motions are being voted on.
- Michelle Bellia noted Metro’s attorneys have been trying to figure out where specific goes appropriately. Pieces can go on the project description that can be part of the recommendation for consideration.
- Karen Buehrig noted the County made this amendment to the project description because this establishes the place to see the I-205 tolling project, where it is not described in the RTP. If TPAC could recommend a change in the project description and have Metro staff and attorneys incorporate these amendments into the RTP and RTP project descriptions for JPACT consideration that would have the same affect in the I-205 project description that may get us to the amendment. Ms. Bellia concurred that these changes could be worded and placed in a separate document to accompany the project description for an amendment to the ordinance.
- Chris Ford asked that Metro confer with ODOT staff when drafting project descriptions for amendments before sending this to JPACT for consideration. Mr. Ford asked a question on the proposed language. His understanding is that the ODOT commitments are incorporated into the RTP action in whatever way Metro seem appropriate. What is the purpose of the language that is listed in the amendments?
- Karen Buehrig noted they were designed to be specific to the I-205 toll project, they were designed to recognize ODOT had created a specific list that is much broader, and they were designed to call out and incorporate those things that were important to the NEPA process. Ms. Buehrig noted the work was tied to activities that ODOT has said they were already doing.

More discussion was held on the different documents, conditions of approval, what versions of the project description and commitments proposed would be recommended, and changes in language designed for the RTP and/or amendments to motions.

Julia Hajduk noted some confusion on proposed motions. Referring to the original motion made by Karen Buehrig, with content of the amendment to modify the project description, and have staff “make it so”, clarification was asked on this.

Karen Buehrig noted her motion would be to amend the project description for all that information, and that Metro staff and attorneys should “make that so” when presented to JPACT. The action we have before us is a recommendation of approval of a proposed project description. More discussion was held on amendment processes.

**MOTION WITH AMENDMENT: TPAC to approve RTP amendment 21-1467 including Exhibit A to Ordinance 21-1467 with highlighted strikethroughs and underscore additions starting on page 113-117 of the meeting packet, with revisions proposed by Clackamas County sent to TPAC on March 1 for the RTP Appendix A project description to add to the I-205 project, and in addition directing Metro staff to incorporate into the RTP and RTP project description for JPACT consideration. This motion would include ODOT edits as were described by Mr. Prior in the presentation, from those edits presented by Clackamas County amendments.**

Moved: Karen Buehrig

Seconded: Jaimie Lorenzini

Further discussion from committee members:

- Laurie Lebowsky had a question on the scope of the NEPA process in the MTIP amendment, but would defer on this until the next agenda item.
- Eric Hesse noted changes from the RTP amendment may mean changes to the proposed MTIP amendment to follow. It was noted that these projects are pointing to the RTP adoption as high stakes key checkpoints, and may require more discussion given the importance to the region. It was noted given OTC's authority on tolling seemed to be captured with ODOT's intent with commitments, but that it might be suggested to adjust language regarding project funding from tolls to reflect investments are jointly shared with regional partners.
- Mandy Putney clarified that the EMAC is an advisory group to the OTC which has a series of recommendations about what they feel should be funded with planned projects around the table. The RTP is a document of planned projects not related to OCT processes. The language in these documents speaks to different bodies.
- Tara O'Brien noted the NEPA process will help identify the mitigations on both transit and those specific to the I-205 project. TriMet is participating in the transit multimodal working group and helping to prioritize this list. The list will help ensure we identify those transit projects most useful as mitigation strategies. We look forward to working with our transit and regional partners to help secure and distribute funding for these projects.
- Karen Williams provided DEQ's willingness to support ODOT amendments to the Clackamas County amendments as proposed. A more substantial willingness to support this is an explanation how we can be certain that ODOT commitments will be funding mitigation projects that are identified through the NEPA process. Ms. Putney noted documentation through the NEPA process and final decision of the document accepted by FWHA will direct mitigation projects required.
- Jaimie Lorenzini validated the desire for additional checkpoints on timelines. It was suggested that when ODOT plans to re-approach the region about construction for these entries, it would be useful to see this separate from the 2023 RTP update. It would be helpful not to see a scenario in which conflicting timelines occur and interfere with the RTP adoption. Chris Ford noted this would regard funding of the project, addressed with the MTIP. Small sections of projects taken separately for adjustments within the RTP would not be efficient. Ms. Lorenzini noted the timeline that showed different checkpoints relating to the 2023 RTP update with policies, then decision making points for construction/engineering for the projects. Ms. Lorenzini's interest is making sure the decisions for the construction/PE for the I-205 project and pricing project occur separate from the decision to approve the overall 2023 RTP update. Clackamas County and the rest of the region can work together to provide substance, equity and project success.

Following discussions the committee voted on proposed motions.

**VOTE TO AMEND: Amendments proposed by Clackamas County and ODOT, as presented and reviewed by TPAC, to be added to the original motion.**

Those in favor: 12

Those opposed: 0

Those abstaining: 0

**VOTE TO ADD AMENDMENTS FROM PREVIOUS VOTE TO THE ORIGINAL MOTION, STATED HERE:**

**TPAC to recommend Amendment 21-1467 to 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 (original staff recommendation), to include all prior approved amendments.**

Those in favor: 13

Those opposed: 0

Those abstaining: 0

**Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-5234, I-205 Toll Project** (Ken Lobeck, Metro) Mr. Lobeck began the presentation by describing the proposed MTIP amendment that would add the preliminary engineering phase for ODOT's I-205 Tolling Project allowing NEPA and design activities to begin. The PE phase listed in the MTIP totaling \$27, 257,890 for FFY 2022. Per the previous TPAC action, the project will be included in and consistent with the current constrained Regional Transportation Plan. It also passes fiscal constraint review and proof of funding verification.

Ted Leybold added that with approval of the MTIP amendment motion, staff can make any technical corrections through the project description for the MTIP to be consistent with the project description just approved for the RTP. Edits and corrections can be made post motion. When approving the MTIP amendment motions can also include the proposed modified amendments by Clackamas County and ODOT.

Discussion from the committee:

- Laurie Lebowsky asked if it was possible to separate the NEPA process from the full preliminary engineering funding, to only approve the NEPA process. Mandy Putney noted it wasn't possible to separate the two. The toll gantry design is required as part of the NEPA activities, so that separating them is not an option. There will be another checkpoint before construction begins on the gantry.
- Jaimie Lorenzini asked for clarification on the connection between NEPA and design activities. Ms. Putney noted NEPA includes some preliminary planning of the gantry. Splitting them is not feasible in the development of funding and design. Mr. Leybold added that NEPA evaluates the environmental impacts of the project, and to understand the environmental impacts they need to understand the preliminary design of that project and how it might affect the environment.
- Eric Hesse noted another way of looking at this may be if the funding were not available and a delay was needed in the project. Ms. Putney noted it was uncertain how they would split the dollars. They are on track to make available the draft Environmental Assessment this summer, and if delayed they would not be allowed to meet the schedule.

Regarding the RTP and MTIP 2023 updates, were further anticipated amendments planned to bring in the construction dollars before the Dec. 2023 timeline. Mr. Leybold noted ODOT had not indicated funding amounts in the next phase of the project. Ms. Putney added ODOT will be putting out a new timeline when the OTC is requesting allocated funds, but the action today

is what is allocated for the NEPA and design activities described. Mr. Prior added the goal is having the MTIP update made before more amendments are known and required.

**MOTION: Provide an approval recommendation to JPACT for Metropolitan Transportation Improvement Program Resolution 21-5234 to add the full PE phase for the new I-205: OR213 - Stafford Rd Variable Rate Tolling Project, with updated materials from resolution references and necessary corrections provided by RTP Amendment 21-1467.**

Moved: Chris Ford

Seconded: Julia Hajduk

**MOTION: To amend the above stated motion that would reduce funds available through this amendment that reflect the removal of the gantry design so that it would not proceed right away.**

Moved: Karen Buehrig

Seconded: Jaimie Lorenzini

Comments from the committee:

- Karen Buehrig noted Clackamas County felt this was a very important issue so that answers to questions were answered through the NEPA process to understand the elements of design that occur and affects from the process. Noting tolling is a unique type of project, not just the installation of the gantry, and why this amendment was proposed for reducing the amount of funding to reflect the design work.
- Chris Ford noted a confusion regarding why we would consider removing part of the required design work that is needed as part of the NEPA process.
- Jaimie Lorenzini noted a point of view of this for a halfway check in point, where ODOT can come back to ask for the rest of the preliminary engineering funding. With this part of the NEPA process it gives us the opportunity to differentiate fears from facts, and believes ODOT can do this as part of the process.
- Karen Buehrig noted questions on what is being financed and the timeline that unfolds and different check in points. As understanding, ODOT expects to finish their NEPA document and have it finalized by the end of 2022. ODOT is not coming back for amendments and/or check ins with JPACT until the end of 2023. Where do the financing questions fall during that time, and where does that fall in the NEPA process and the preliminary design?
- Mandy Putney noted all jurisdictions will have many opportunities to participate in the NEPA process. ODOT is happy to come back as much as wanted for updates.
- Lewis Lem asked if ODOT could describe the stage of the design you are at now. Is there a specific federal or state requirement to complete some amount of the design before NEPA can be processed?
- Mandy Putney noted there isn't a specific amount of design needed in the NEPA process. We are not able to reach 100% design in preliminary engineering. We have to do the design during NEPA and it depends on specifics of every project.
- Laurie Lebowsky noted concern about hitting marks on projects. Is ODOT hitting their marks on this project? Washington State Dept. of Transportation believes they are.

***Restating the motion to amend the original motion:***

**MOTION: To amend the above (original) stated motion that would reduce funds available through this amendment that reflect the removal of the gantry design so that it would not proceed right away.**

Moved: Karen Buehrig

Seconded: Jaimie Lorenzini

**ACTION: Those in favor: 2**

**Those opposed: 10**

**Those abstaining: 0**

**Motion failed.**



***Restating the original motion:***

**MOTION:** Provide an approval recommendation to JPACT for Metropolitan Transportation Improvement Program Resolution 21-5234 to add the full PE phase for the new I-205: OR213 - Stafford Rd Variable Rate Tolling Project, with updated materials from resolution references and necessary corrections provided by RTP Amendment 21-1467.

**Moved:** Chris Ford

**Seconded:** Julia Hajduk

**ACTION:** Those in favor: 10

Those opposed: 2

Those abstaining: 0

**Motion is approved.**

**2023 Regional Transportation Plan (RTP) Draft Values and Outcomes, Work Plan and Engagement**

**Plan Review and Discussion** (Kim Ellis & Molly Cooney-Mesker, Metro) *Agenda item was not presented at meeting due to limited time.*

**Draft 2022-2023 Unified Planning Work Program (UPWP) Review and Discussion** (John Mermin, Metro) *Agenda item was not presented at meeting due to limited time. It will be presented at the TPAC workshop on March 9, 2022.*

**Committee comments on creating a safe space at TPAC** (Chair Kloster) - No comments received.

Chair Kloster reminded the jurisdictions and agency members they were encouraged to send their individual comments on agenda items discussed directly to their JPACT representatives.

- Karen Williams wanted comments on the record in the context that DEQ struggled with support of the RTP and MTIP amendments, especially regarding the MTIP amendment because there was a relative substantial content item not included; the environmental assessment with technical content. DEQ continues to encourage ODOT to the greatest extent practical that this is in the June 2022 assessment with subsequent public forums to communicate about the air quality impacts of the I-205 improvements distinct from the impacts of the tolling project air quality impacts of the combined project in the interest of the public and public transparency communications so the public can judge the adequacy of the proposed mitigation strategies that come out of the NEPA process.
- Chris Deffebach confirmed the different amendments approved with supporting documents and attachments from this meeting would be posted on the TPAC website. These would added to the meeting packet, placed online. Chair Kloster confirmed Metro staff and attorneys would write a report from TPAC to JPACT on the amendments prior to the JPACT meeting on March 17 with all approved language edits and changes.

**Adjournment**

There being no further business, meeting was adjourned by Chair Kloster at 12:10 p.m.

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, March 4, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	3/4/2022	3/4/2022 TPAC Agenda	030422T-01
2	TPAC Work Program	2/25/2022	TPAC Work Program as of 2/25/2022	030422T-02
3	Memo	2/23/2022	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments the End of January to Mid-February 2022	030422T-03
4	Draft Minutes	2/4/2022	Draft TPAC minutes from February 4, 2022	030422T-04
5	Resolution	N/A	RESOLUTION NO. 22-5251 FOR THE PURPOSE OF AMENDING EXISTING OR ADDING TO THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) NINE PROJECTS IN SUPPORT OF COMPLETING VARIOUS FEDERAL PROJECT DELIVERY REQUIREMENTS (MA22-09-MAR)	030422T-05
6	Exhibit A	N/A	Exhibit A to Resolution No. 22-5251	030422T-06
7	Staff Report	2/24/2022	TO: TPAC and Interested Parties From: Ken Lobeck, Funding Programs Lead RE: March 2022 MTIP Formal Amendment & Resolution 21-5251 Approval Request (Regular Bundle)	030422T-07
8	Ordinance	N/A	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	030422T-08
9	Exhibit A	2/8/2022	Exhibit A to Ordinance No. 21-1467 2018 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENT	030422T-09
10	Exhibit B	N/A	Exhibit B to Ordinance No. 21-1467 Summary of Comments Received and Recommended Actions	030422T-10
11	Staff Report	February 24, 2022	STAFF REPORT IN CONSIDERATION OF 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	030422T-11
12	Attachment 1	2/9/2022	Attachment 1 to Staff Report to Ordinance No. 21-1467	030422T-12

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
13	Attachment 2	September 22, 2021	Attachment 2 to Staff Report to Ordinance No. 21-1467 I-205 Toll Project Regional Transportation Plan Amendment	030422T-13
14	Attachment 3	November 23, 2021	Attachment 3 to Staff Report to Ordinance No. 21-1467 I-205 Toll Project RTP Amendment Public Comment Report	030422T-14
15	Attachment 4	February 18, 2022	Attachment 4 to Staff Report to Ordinance No. 21-1467 Metro Staff Summary of 2/17/22 JPACT Comments on I-205 Toll Project	030422T-15
16	Handout	N/A	Oregon Toll Program: I-205 Toll Project RTP Amendment ACTIONS TO ADDRESS TOP PORTLAND REGIONAL CONCERNS	030422T-16
17	APPENDIX A.1.	N/A	APPENDIX A.1. JPACT REQUESTS AND RESPONSES	030422T-17
18	APPENDIX A.2.	N/A	APPENDIX A.2. PORTLAND METRO AREA POLICY MAKER AND STAKEHOLDER INVOLVEMENT	030422T-18
19	APPENDIX B.	N/A	APPENDIX B. REGIONAL MODELING GROUP	030422T-19
20	APPENDIX C.	N/A	APPENDIX C. OTC CORE PROJECTS ROADMAP	030422T-20
21	APPENDIX D.1.	N/A	APPENDIX D.1. LOW-INCOME TOLL POLICY REPORT OVERVIEW	030422T-21
22	APPENDIX D.2.	N/A	APPENDIX D.2. EQUITY FRAMEWORK	030422T-22
23	APPENDIX D.3.	November 21, 2021	APPENDIX D.3. EMAC DRAFT FOUNDATIONAL PRINCIPLES	030422T-23
24	APPENDIX D.4.	NA	APPENDIX D.4. EMAC GAME PLAN.	030422T-24
25	APPENDIX E.	N/A	APPENDIX E. TRANSIT/MULTIMODAL WORKING GROUP (TMWG)	030422T-25
26	APPENDIX F.1.	N/A	APPENDIX F.1. OTC LETTER TO JPACT	030422T-26
27	APPENDIX F.2.	N/A	APPENDIX F.2. TOLLING TIMELINE	030422T-27
28	APPENDIX F.3.	N/A	APPENDIX F.3. ILLUSTRATIVE COMPARISON OF I-205 IMPROVEMENTS PHASE 1A COSTS TO EXISTING AND FUTURE FUNDING ALLOCATIONS	030422T-28
29	Discussion Draft Handout	2/24/2022	DISCUSSION DRAFT: 2/24/2022 I-205 Toll Project: Commitments for ODOT and Portland Regional Partners	030422T-29

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
30	Resolution	N/A	RESOLUTION NO. 21-5234 FOR THE PURPOSE OF AMENDING THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE PRELIMINARY ENGINEERING PHASE FOR ODOT'S I-205 TOLLING PROJECT ALLOWING NEPA AND DESIGN ACTIVITIES TO BEGIN (FB22-06-FEB)	030422T-30
31	Exhibit A	N/A	Exhibit A to Resolution 21-5234	030422T-31
32	Staff Report	January 25, 2022	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: February 2022 MTIP Formal Amendment & Resolution 21-5234 Approval Request	030422T-32
33	Attachment 1	July 5, 2018	Attachment 1: Final PAC Recommendations to OTC Portland Metro Area Value Pricing Feasibility Analysis	030422T-33
34	Attachment 2	N/A	Attachment 2: Regional Mobility Pricing Project Draft Purpose and Need Statement	030422T-34
35	Attachment 3	N/A	Attachment 3: OTC August 16 2018 Action	030422T-35
36	Attachment 4	N/A	Attachment 4: FHWA Reply Letter	030422T-36
37	Attachment 5	12/19/21	Attachment 5: ODOT Tolling Program Adjustments	030422T-37
38	Attachment 6	N/A	Attachment 6: ODOT I-205 Tolling Project Scope Elements	030422T-38
39	Memo	2/25/2022	TO: TPAC and Interested parties From: Kim Ellis, RTP Project Manager Molly Cooney-Mesker, RTP Engagement and Communications Lead RE: 2023 Regional Transportation Plan (RTP) – Values and Outcomes, Key Tasks and Engagement	030422T-39
40	Attachment 1	2/7/22	Attachment 1: Overview of Key Tasks and Areas of Focus for 2023 Regional Transportation Plan Update	030422T-40
41	Attachment 2	2/25/2022	Attachment 2: 2023 Regional Transportation Plan Update Public Engagement Plan - DRAFT	030422T-41
42	Attachment 3	2/7/2022	Attachment 3: DRAFT Values and Outcomes for the 2023 Regional Transportation Plan	030422T-42
43	Attachment 4	N/A	Attachment 4: Community leaders' forum summary   Nov. 17, 2021	030422T-43
44	Attachment 5	February 2, 2022	Attachment 5: 2023 Regional Transportation Plan scoping Summary of stakeholder interviews	030422T-44

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
45	Attachment 6	February 25, 2022	Attachment 6: Key Dates for Developing Work Plan and Engagement Strategy to Guide Update	030422T-45
46	Memo	February 25, 2022	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: 2022-23 Draft Unified Planning Work Program (UPWP)	030422T-46
47	Memo	March 4, 2022	TO: TPAC and Interested parties From: Tom Kloster, TPAC Chair RE: TPAC Virtual Meeting Protocols	030422T-47
48	Memo	February 24, 2022	TO: TPAC and Interested parties From: Lake McTighe, Regional Planner RE: Jan-Feb 2022 traffic fatalities in Clackamas, Multnomah and Washington counties	030422T-48
49	Slides	03/04/22	Fatal Crash Slide & Regional transportation safety webinar training slide	030422T-49
50	Memo	March 2, 2022	TO: TPAC and interested parties From: Dan Kaempff, Principal Transportation Planner RE: 2025-2027 RFFA Step 2/Trails Bond project proposals and next steps	030422T-50
51	Public comment letter	March 2, 2022	Clackamas County Legislators Request Assistance with I-205 Tolling Concerns from Paul Edgar	030422T-51
52	Public comment letter via email	March 3, 2022	Public comment from Paul Edgar: Joe Cortright - Impresa, on the madness in ODOT Region One and the thinking within the "Interstate Bridge Replacement"	030422T-52
53	Presentation	March 4, 2022`	March 2022 Regular Bundle Resolution 22-5251 March 2022 Formal MTIP Amendment	030422T-53
54	Handout	N/A	Project Description Amendments to RTP Ordinance, I-205	030422T-54
55	Handout	March 1, 2022	Proposed revisions to the RTP and MTIP Amendments related to I-205 Tolling Project	030422T-55
56	Handout	N/A	Clackamas County I-205 Amendments, ODOT Edits	030422T-56
57	Presentation	March 4, 2022	I-205 Toll Project (PE Phase) Amendment Process	030422T-57
58	Presentation	March 4, 2022	I-205 Toll Project: Regional Transportation Plan (RTP) & Metropolitan Transportation Improvement Plan (MTIP) amendments	030422T-58
59	Handout	N/A	Proposed Amendments to the MTIP Language	030422T-59
60	Presentation	March 4, 2022	I-205 Tolling Formal Amendment Summary Resolution 21-5234 I-205 Tolling MTIP Amendment	030422T-60