

Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC)**
Date/time: Friday, April 1, 2022 | 9:00 a.m. to 12:00 p.m.
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Allison Boyd
Chris Deffebach
Lynda David
Jaimie Lorenzini
Jay Higgins
Don Odermott
Tara O'Brien
Chris Ford
Karen Williams
Laurie Lebowsky
Idris Ibrahim
Katherine Kelly

Affiliate

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

Alternates Attending

Jamie Stasny
Steve Williams
Mark Lear
Dayna Webb
Julia Hajduk
Glen Bolen
Mike Coleman

Affiliate

Clackamas County
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
Port of Portland

Members Excused

Karen Buehrig
Eric Hesse
Lewis Lem
Rachael Tupica
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Rich Doenges

Affiliate

Clackamas County
City of Portland
Port of Portland
Federal Highway Administration (FHWA)
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Mike Foley
Jean Senechal Biggs

Affiliate

City of Beaverton

Guests attending, (continued)

Cody Field	City of Tualatin
Andre Lightsey-Walker	The Street Trust
Steve Koper	City of Tualatin
Michael Weston	City of King City
John Charles	Cascade Policy Institute
Alice Bibler	Oregon Department of Transportation
Steve Drahota	HDR, Inc.
Megan Neill	Multnomah County
Barbara Fryer	City of Cornelius
Emily Benoit	
Jeff Heilman	Parametrix
Jeff Owen	HRD, Inc.
Jessica Engelman	City of Beaverton
Jennifer Hughes	Parametrix
Kelsey Lewis	SMART, City of Wilsonville
Laura Weigel	City of Milwaukie
Nancy Young-Oliver	TriMet
Suzanne Carey	
Vanessa Vissar	Oregon Department of Transportation
Will Farley	City of Lake Oswego
William Burgel	

Metro Staff Attending

Ted Leybold, Resource & Dev. Manager	John Mermin, Senior Transportation Planner
Kim Ellis, Principal Transportation Planner	Alex Oreschak, Senior Transportation Planner
Ken Lobeck, Senior Transportation Planner	Lake McGighe, 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
Connor Ayers, Metro Councilor Advisor	Cindy Pederson, Research Center Manager
Craig Beebe, Council Policy Advisor	Malu Wilkinson, Investment Areas Manager
Marne Duke, Senior Regional Planner	Noel Mickelberry, Associate Transportation Planner
Tim Collins, Senior Transportation Planner	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 reminder was given on 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** – none provided
- **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 February to Mid-March 2022. For any questions on the monthly MTIP amendment projects you may contact Mr. Lobeck directly.

- **Fatal crashes update** (Lake McTighe) The March 2022 Report - Traffic Deaths in the three counties of Clackamas, Multnomah and Washington counties update was provided. Since the last TPAC report at least 11 traffic deaths have been reported. In 2022 to date, more than half of the people killed were walking, and 19 traffic deaths were in Multnomah County, 5 were in Clackamas County and 5 were in Washington County.

Ms. McTighe thanked those that attended Part 1 of the Safety Webinar the previous week. The recording from the webinar would soon be posted online. Part 2 of this webinar is planned this fall.

- **Department of Land Conservation & Development (DLCD) Climate Friendly Equitable Communities (CFEC) Rules, update** (Kim Ellis) Key dates were shared with the committee on upcoming meetings planned with the Rulemaking update process:
March 17 – revised draft rules published (changed from March 1)
March 31 – First hearing and LCDC guidance to staff
April 4 and April 11 – Listening sessions with DLCD staff
April 11 - one final RAC meeting – tentatively held for– Laura Kelly
April 19 - Portland area meeting convened by Margi (8-9AM)
May 5 – revised rules and LCDC packet for May 19 published
May 19 – 2nd/final hearing; anticipated LCDC action 19th or 20th depending on deliberations and changes needed.
CFEC website: <https://www.oregon.gov/lcd/LAR/Pages/CFEC.aspx>

If the Land Conservation and Development Commission adopts the rules, local governments will be asked to implement them. Many of the rules take effect when a community next does a major update of its Transportation System Plan (TSP), a community's core document describing its transportation needs and future plans. The rules do not set a specific deadline for most TSP updates.

The land use components of the rules have specific deadlines. Communities are asked to study potential Climate-Friendly Areas by June 30, 2023, and adopt Areas by June 30, 2024. Parking reform is scheduled to happen in two phases - the first by the end of 2022, and the second by March 31, 2023. Communities may ask for some flexibility around most of these dates. DLCD is providing or working to find resources for local governments to do this work, along with our agency partners at the Oregon Department of Transportation and the Oregon Housing and Community Services Department.

- **Follow up on 2023 Regional Transportation Plan (RTP) Safe and Healthy Arterials Policy Brief** (John Mermin & Lake McTighe) Mr. Mermin noted the memo in the meeting packet that provided feedback heard about the Safe and Healthy Urban Arterials policy brief at the 3/9 TPAC Workshop discussion and ask for additional feedback (especially on the recommended actions included in section 4 of the brief) to be received by April 15.

Staff offered to meet one-on-one via video chat with questions or further comments. After staff have refined the policy brief it will be brought to the Metro Council and JPACT for

discussion later in the Spring and then would be used for creating new policy language in the RTP that will help guide the RTP Needs Assessment and Project list Solicitation.

Public Communications on Agenda Items – none provided

Consideration of TPAC Minutes from March 4, 2022

MOTION: To approve minutes from March 4, 2022.

Moved: Jay Higgins

Seconded: Chris Ford

ACTION: Motion passed unanimously with no abstentions.

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 22-5256 (Ken

Lobeck, Metro) Mr. Lobeck noted the April 2022 Formal MTIP Amendment bundle involves adding two new projects to the MTIP. A short summary of the amendment bundle was provided:

- **Keys 22583:** Both Metro and ODOT support Regional Travel Options as a means to help provide alternatives to motor vehicle travel. The ODOT Transportation Options Program focuses on implementation of the Oregon Transportation Options Plan, including: managing demand across the transportation system; educating students and the public on travel options and how to safely use them; connecting veterans, low income populations, communities of color, and others with ways to get to and from work or school; supporting vanpooling; and more. As part of their program, ODOT is providing Metro with a Travel Options grant award of \$16,197 of federal funds for the FFY 2022-24 Transportation Options cycle. The new project is being added to the MTIP through this amendment.
- **Key New Project. Earthquake Ready Burnside Bridge:** The primary purpose of the Earthquake Ready Burnside Bridge (EQRB) Project (Project) is to create a seismically resilient Burnside Street lifeline crossing of the Willamette River that would remain fully operational and accessible for vehicles and other modes of transportation immediately following a major Cascadia Subduction Zone (CSZ) earthquake. Through this amendment, the PE phase for the project is being added to the MTIP.

Further discussions with Multnomah County have provided more information on the project. MTIP programming is needed to satisfy FHWA's NEPA-TIP Validation Requirement. As part of the NEPA approval and Record of Decision (ROD) for EA and EIS environmental documents, a programming verification check occurs, so that NEPA-TIP Validation verifies the project is being programmed in the MTIP consistently with the environmental document. Confirmation of project development funding and total PE phase funding has been obtained. As part of the public comment process, it is proposed to adjusting the project programming to include project development funds of \$33.3 million and increase PE phase to \$90 million.

Summary:

- Add \$33.3 million prior expended local funds for project development/pre NEPA activities
- Increase from PE phase from \$23.5 million to \$90 million
- Better reflects actual expenditure and PE phase cost
- Additional funds confirmed by Multnomah County CFO – meets proof of funding and fiscal constraint requirement

Post agenda submission discussions/public comments resulted in a request for a detailed description modification. The reasons for this are to provide additional flexibility for final alternative reviews and conflicts between MTIP and FEIS. When final alternative is clearer (around October) project name,

short and detailed description will be updated accordingly in the MTIP. FEIS ROD approval expected around November/December 2022 timeframe.

Described as the Earthquake Ready Burnside Bridge programming MTIP/RTP Next Steps:

- Complete amendment to add the PE phase
- October 2022 Timeframe:
Draft final alternative identified
Complete another amendment to update the project name, short and detailed descriptions as required
- November/December 2022:
NEPA-TIP Validation check completed
NEPA ROD obtained
- Multnomah County develops funding plan and adds construction phase to new RTP

Comments from the committee:

- Chris Deffebach asked for confirmation that the reason the Burnside Bridge project programming amendment was needed in the MTIP was to include the NEPA analysis. Mr. Lobeck confirmed this. It was suggested to decrease the amount of description details in the MTIP so that further changes with project changes will not be needed.
- Chris Ford appreciated the work providing understanding on complex issues. It was noted the project is widely-broad supported, and appreciates Multnomah County adding their own funds toward the project. It was asked why this project could not be a consent agenda item at JPACT and Metro Council. Mr. Lobeck noted that JPACT has specifically asked for a short presentation first from Multnomah County. Ted Leybold added the request came from Metro President Peterson's office when it was placed on the legislative agenda.

MOTION: TPAC to provide JPACT an approval recommendation of Resolution 22-5256 consisting of two projects and allow for three programming modifications to the ERQB project that include:

- **Adding \$33.3 million of local funds to show the project development investment**
- **Increasing PE to \$90 million representing the total current authorize local commitment to PE**
- **Modify the MTIP Detailed Description to avoid possible confusion with the alternatives under review**

Moved: Allison Boyd

Seconded: Chris Deffebach

ACTION: Motion passed unanimously with no abstentions.

2022-23 Unified Planning Work Program Resolution 22-5244 (John Mermin, Metro) After a brief overview of the Unified Planning Work Program, Metro legislative process was outlined. It was noted that the track-change version presented for approval at this meeting contained all edits made since the February draft was sent out for review. Highlights of the edits include: a new narrative from TriMet on Fleet and Service planning, and a new narrative for the High-Capacity Transit Strategy update (previously described within the Regional Transit Program narrative).

Staff will provide informational briefings to the Metro Council and JPACT in April and then will ask for adoption at the May 19 JPACT and Council meetings. Staff will transmit the adopted UPWP to Federal & State partners by May 20. This allows time for the IGA to be signed by Metro's COO prior to June 30, allowing for federal funding to continue flowing into the region without delay.

Comments from the committee:

- Chris Ford complimented Mr. Mermin on making the document easier to understand and better serve the public. It was noted that requests to change the JPACT description in the UPWP and other documents such as the RTP have not occurred. It was suggested to describe JPACT as a decision making body.

Chair Kloster noted the Federal Highway Administration comments, referenced, were in conflict with JPACT bylaws. JPACT recommends actions or discussion items to Metro Council, but Council cannot change recommendations if they disagree. Instead the item is sent back to JPACT for further review and discussion. Metro, as the MPO, states that the Metro Council is the only body authorized to make decisions for MPO matters. Since Metro was formed, JPACT has been an advisory committee to Council.

Mr. Ford noted concern that Federal Highway may take issue with final recommendations made by JPACT if sent back from Metro Council. Chair Kloster will work with those concerns if they arise with Metro legal staff discussing the matter further if needed.

- Don Odermott asked for clarification on the Westside Multimodal Study project on the estimated \$800,000 budget listed in the UPWP, and if this was specifically for this Fiscal Year. Mr. Mermin confirmed this.
- Chris Deffebach agreed that the role of JPACT could be better described for clarification, that JPACT is not just an advisory committee but an important part of being an MPO with local jurisdictional representation.

Appreciation on the work with the UPWP was given. Past years better work has been provided keeping narratives shorter but with enough flexibility without having to make constant changes. Noting the importance of Emerging Transportation Routes and other project work on climate and resilience, it was noted there is a need to review these again for updates. It was asked if the Emerging Transportation Routes project was adopted in the RTP, or not happening at all this year.

Mr. Mermin noted the RPO lost their staff person working on this phase of the project. Due to this and needing time to bring a new person brought up to speed, there will interim activities happening this year to get ready for phase 2 where enough resources with the next funding cycle are available. Ms. Ellis added that in the work plan for the RTP update we are recommending bring forward those elements developed in phase 1, and where we can update some of the resilience policies around them have included also.

MOTION: Recommend to JPACT Approval of Resolution No. 22-5244 adopting a UPWP for the Fiscal Year 2022-23 and certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements.

Moved: Don Odermott

Seconded: Tara O'Brien

Discussion on the motion

Chris Ford moved to amend the motion to include in the recommendation to JPACT that we confer with Federal Highway Administration appropriate language to make sure we are in accordance with their understanding of current JPACT description and roles/responsibilities with MPO actions.

Chair Kloster discussed the role of Federal Highway Administration that regulate us, and certifies our planning activities. But their role does not define the MPO role. It was suggested that staff could bring any concerns from FHWA on the JPACT description to them for clarification. It was also suggested that Department Director Margi Bradway could work with the Office of Metro Attorney on this issue and report directly to JPACT and Council.

- Mark Lear noted this issue makes sense to continue. However, it seems to be a governance structural discussion in the middle of this document and does not support the amendment.
- Don Odermott agreed with Mr. Lear. The clarity in the description is important especially with new members joining TPAC and JPACT for transparency, but the amendment on the motion is not needed.
- Tara O'Brien suggested Metro's legal team come back with a letter clarifying this separately from the UPWP motion, with next steps outlined.

Chair Kloster proposed two options the committee could take. One, circle back to FHWA what was not incorporated from their comments in the UPWP presented, and the reasons for this. Or two, make the recommendation with staff including the comments as part of the transmittal for a motion, with the staff report given to JPACT.

Further discussion was held having JPACT time to fully understand these roles, with support from staff and direction by Ms. Bradway. Additional discussion was held on dialogue between Federal Highway and Metro. Jaimie Lorenzini asked for clarification on when reaching out to FHWA, is it the intention to have this clarification made in time for JPACT consideration on this agenda item? Chair Kloster confirmed this would be the hope, but could not guarantee with schedule timing.

Ms. Lorenzini called the question on the motion:

MOTION: Recommend to JPACT Approval of Resolution No. 22-5244 adopting a UPWP for the Fiscal Year 2022-23 and certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements. Included with the motion is for staff to reach out to FHWA on these issues where comments were not included in the UPWP and reasons why, to bring to JPACT in the staff presentation as they consider recommendation to Metro Council, and to try to help resolve clarification before JPACT meets.

Moved: Don Odermott

Seconded: Tara O'Brien

ACTION: Motion passed with one abstention; Chris Ford. It was noted this was not a reflection of the document, but to have Federal, Metro and JPACT roles documented.

2023 Regional Transportation Plan (RTP) Work Plan, Public Engagement Plan and Values, Outcomes and Actions – Resolution 22-5255 (Kim Ellis and Molly Cooney-Mesker, Metro) Kim Ellis reported on comments received on the draft work plan for the 2023 Regional Transportation Plan (RTP) update. The work plan and public engagement plan have been designed to address the urgent concerns and priority outcomes and actions in the VOA in a comprehensive and integrated manner.

The scoping process for the 2023 RTP update began in October 2021. For the past 6 months, the project team has conducted research and engaged hundreds of people across the region to identify transportation trends and challenges affecting how people travel in the region, urgent challenges and priorities for the update to address and ways to engage local, regional and state public officials and staff, community-based organizations, business groups and community members in developing the updated plan.

In February 2022, Metro staff began seeking feedback on three documents intended to guide development of the 2023 Regional Transportation Plan (RTP): the draft values, outcomes and actions (VOA), draft work plan and draft engagement plan. This feedback was summarized and described in the presentation with further details in the packet memo.

Overarching points of feedback received are:

- Be clear about the outcomes we are trying to achieve through the RTP update and the process.
- Provide adequate time for discussion of the policy issues identified in the VOA and work plan through the RTP update.
- Provide opportunities for jurisdictional partners and other stakeholders to discuss and help shape the development of policy briefs that will frame options and recommendations to policymakers for how to incorporate new and updated policies in the 2023 RTP.
- Recognize local public engagement efforts and community project priorities identified in local transportation system plans during the RTP update.
- Ensure transparency and diverse voices are engaged in defining project priorities and look for opportunities to highlight past engagement and community support for jurisdictional priorities identified and adopted through a public process.
- Ensure transparency in how the projects will be evaluated by providing opportunities for jurisdictional partners and other stakeholders to participate in updates to data, methods and tools.
- Pricing is expected to have a significant impact on travel in the region. The pricing policy should be a significant focus of the RTP update, and should clarify roles and responsibilities for implementing pricing in the region.
- Address the Climate Friendly and Equitable rulemaking that is underway in the 2023 RTP update.

Metro staff prepared revisions to the VOA, the work plan and the public engagement plan to address TPAC and MTAC's overarching points of feedback and feedback provided by the Metro Council and policy advisory committees since February. Discussion on these documents followed.

Comments from the committee:

- Jaimie Lorenzini noted the VOA listed in italics, apart from the RTP work plan and engagement plan. Did that mean TPAC would not be required to recommend to JPACT as presented? Ms. Ellis noted the committee can chose to just move it forward with the work plan and engagement plan, and have the VOA revisions be an Exhibit to the Resolution. There was concern with the VOA document possibly creating a delay in adopting the work plan and engagement plan. Asked if there might be ramifications with more meetings/workshops working on the VOA toward advancement, Ms. Ellis noted feedback is welcome for updates which will be provided at further workshops and meetings, scheduled as needed.
- Karen Williams had a concern regarding phase 2, where data and analysis of the work plan would be discussed with engagement from state agencies and stakeholders. This timeframe was listed from May through August 2022. Technical content for evaluation and review with this schedule seemed short, given summer vacations. It was asked to elaborate on what the engagement opportunities were for State agencies during this timeframe.

Ms. Ellis noted there will be meetings and workshops held where this information would be discussed. Staff has reached out to ODOT and DLCD on specific analysis and will coordinate

with State agencies and jurisdictions on this material. As more becomes known a more detailed schedule will be presented. Molly Cooney-Mesker added two expert panel workshops are planned, the first focused on climate and modeling scheduled in a June timeframe. Ms. Ellis added everything might not be concluded by August but some results of the analysis will be known, with more work yet to be done.

- Steve Williams asked for clarification on the understanding of how the VOA in the RTP update, with goals and objectives not changed. Is it correct to say the VOA defines how the process is going to be carried out and what the outcomes will be from the process? Ms. Ellis agreed, noting the goals and objectives will be updated as part of the second phase. The VOA is not a replacement for the goals and objectives.

Mr. Williams noted the confusion about the goals and objectives with the relationship between the VOA. In his experience he has never heard of a MPO doing a VOA document. While an exciting possibility, there are concerns with conflicts from different expectations in the process. It was recommended to have more time with this document, and include in the Resolution and materials no specific target date for completing this, which could take as long to develop as the RTP. Ms. Ellis agreed that time is needed to develop the VOA. Policy makers were very supportive of the values provided, but acknowledged a gap in the development and prosperity in the outcomes and actions or as separate values. Other feedback included to provide adequate time for discussion of the policy issues identified in the VOA and work plan through the RTP update.

Mr. Williams noted a concern this will be incorporated into the RTP. It's not a mandated requirement but something new at Metro. The concern is that you have an updated RTP ready to be adopted except for the VOA. For that reason it was preferred to keep them separate, so that we don't get into a situation where we're attempting something new in a regional basis that is not part of the federal requirement. Ms. Ellis noted that the purpose of the VOA to convey overarching values and priority outcomes for the 2023 RTP update, but not be part of the RTP.

- Don Odermott noted the VOA is an exciting opportunity but would prefer it remain a draft document to refine for later phases. Regarding the list of business stakeholders' forum notes, it appeared most were associations, rather than businesses themselves. There is concern we aren't hearing from the correct stakeholders when mobility affects their bottom line.

It was noted the recognition that when comparing locations away from the local core of the region transit looks vastly different between urban/rural areas. It was recommended we remain sensitive to the sub-regional implications, where people live and work and move using transit for their needs.

It was noted the congestion pricing will be a huge part of this RTP. Conversations with the modeling team to show diversion isn't perfect, but should continue to fold into the step 2 of the work with the modeling team and tools to help bring in money to advance these efforts. With stronger data we can get a better sense where demands will divert travel and where mode shifts occur. It was recommended to bring into the performance measures vehicle miles of operation. It was suggested to have the modeling team present to the committee the programs used and results of applications of data. It was noted that past work on corridors is

missing in important corridors currently, and recommended as we continue to advance our RTP policy, we encourage incorporating this into the work plan.

- Tara O'Brien noted a lot of work to be done with analysis in the work plan and engagement plan. It was hoped we don't crunch the other sections of the work plan with too many other topics where time for discussions are needed. It was asked why small work groups were not planned to inform policy updates. More clarification on this is needed in the work plan. It was suggested that representatives from project delivery agencies and jurisdictions are needed for developing policy updates and if possible to add language to the work plan draft prior to JPACT.

Changes in the work plan financial plan were appreciated for input provided. More time is needed to study the equity financial memo and strategy memo for the RTP process so that we can actively participate in this process.

Ms. Ellis noted the workgroups are not being recommended for policy development this RTP cycle, but we will rely on TPAC and MTAC committee workshops and meetings for input. Exceptions to this are the High Capacity Transit strategy where a work group and project management team will support this program. In addition, Regional Freight also has a work group and stakeholder advisory committee. TPAC and MTAC will have multiple opportunities to review and give feedback.

Ms. Ellis noted the financial plan is needed to meet Federal requirements and demonstrate fiscal constraints with the revenue we expect to have balanced with the projects, and how they will maintain operations of projects. The financial strategy lists ways to fund the broader strategic list of projects that's in the plan. The strategy lays out some potential options to fund the gap with financially constrained list of projects.

- Chris Deffebach noted more time is needed discussing the sections of the work plan. She supports moving forward the work plan and engagement plan, but not the VOA at this time. Appreciation to staff was given putting everything together and responding to comments. Clarification was asked on policy briefs, which are significant. It was suggested feedback be provided on the policy briefs both during development and reviewed after they become final. Ms. Ellis noted these were not intended to be only a final product. Future opportunities will be brought forward to help shape them.

It was noted that better evaluations with updated tools used in modeling with congestion impacts and gas emission impacts could help highlight a broader acceptance when used together. It was important regionally when looking at the results as they become known. Ms. Ellis noted they will plan a Modeling 101 session where expert panelists that worked on the climate analysis and gas emissions can participate. Data from DEQ, ODOT and DLCD have provided a basis of what we have to develop targets. These tools have been refined and can be used to reach our targets more effectively in the region.

It was noted engagement and outreach throughout different parts of the region were not seen in the phase boxes listed in the work plan, and assume they will be included as part of engagement in communities. It was suggested more work is needed on the VOA. No language appears to be included in the work plan about prioritizing specific projects with diversity called out. Noting the 2040 Growth Plan is a fundamental concept we are still working on, some outcomes achieved may have landed in the 2040 growth update, but we still have the 2040

Growth Plan as our guide. Asked what happened to the Vision Statement in the RTP, Ms. Ellis noted this is in Chapter 2 and will be updated.

Noted in the chat, from Congresswoman Bonamici to OTC on IIGA: As the Commission works on this critical task, I ask that priority projects include those that create a safer transportation network, reduce emissions, and improve resilience to the climate crisis. Investments should also maximize the creation of good-paying jobs, particularly for individuals who historically have faced barriers to employment, as well as represent the geographic diversity and needs of our communities.

- Jaimie Lorenzini suggested to have the engagement plan include more workshops that could include multimodal driver demands, geographic areas with clear choices to mobility, communities marked with climate change, and cross sections in economic factors for jobs and housing. It was asked how phase 2 of the Emergency Transportation Routes project would be folded into the transportation resiliency policy. Ms. Ellis noted the Emergency Transportation Routes project likely won't start until after the 2023 RTP is adopted. What is described in the work plan is that phase 1 will be brought forward to start on the investment plan for resilience when it becomes available.

It was asked if the transportation needs analysis would identify areas where undeveloped transit services are lacking efficient serves. Ms. Ellis confirmed these gaps with transit connections are lacking would be part of the analysis. It was noted there appears to be a timing disconnect between Metro's congestion pricing policy update and the tangible work on the mobility pricing in the region. How will these sync up in the 2023 RTP? Ms. Ellis noted Metro is working with ODOT on this. When discussing driving economic improvements, language suggestions to create more opportunities matching transportation and discrepancies in low economic areas can be sent to Ms. Ellis.

- Steve Williams suggested including in the plan the definitions between equitable, equitably and equity so that an agreed upon plan can better define the efforts. Ms. Ellis agreed these would be included as part of the goals work to better describe terms.

MOTION: TPAC recognizes the great work Kim Ellis and Metro staff have done, and approve Resolution 22-5255 with the proposed RTP work plan and public engagement plan, but having the Values, Outcomes and Actions (VOA) document not proceed at this time pending further discussions, and authorize Metro staff to make continual technical updates.

Moved: Jaimie Lorenzini

Seconded: Steve Williams

Discussion on the motion

Don Odermott noted he agreed with the motion so that more space was able to be built into the work scope per discussion at this meeting.

Chris Ford agreed on the great work Metro has developed with the plans.

ACTION: Motion passed with no abstentions.

Regional Flexible Funds Allocation (RFFA) additional fund allocations from IJJA (Ted Leybold, Metro)
Mr. Leybold began his presentation by noting the Federal Infrastructure Investments and Jobs Act (IJJA) authorized an increased level of transportation funding to Metro as the region's Metropolitan Planning Organization (MPO). Metro staff has coordinated with the Oregon Department of Transportation to

forecast expected transportation revenues provided by the new IJJA authorization legislation. The increase in these funds forecasted for Metro through the federal fiscal year 2027 above the previous pre-IJJA forecast is approximately \$10.4 million.

The IJJA also created a new funding program, the Carbon Reduction Program that like the STBG funding program, has a portion allocated by State Departments of Transportation and a portion allocated by large MPOs such as Metro. This funding program has its own unique policy objectives and eligible activities and will be subject to federal rule making to provide further direction and guidance on its implementation. Metro will coordinate with ODOT and bring to TPAC a proposed approach to these funds at a separate date.

To leverage additional transportation funding to the region and to maximize outcomes in the Regional Transportation Plan’s investment priority outcomes of Safety, Equity, Climate, and Congestion Relief, the funding increase is proposed to be allocated to both RFFA Step 1 and Step 2 elements. The memo in the meeting packet describe in more detail the proposed allocations.

Local Projects – Add \$6.1 million to future allocation (Step 2)
Region-wide Strategic Programs - \$4.3 million (Step 1)
Project Development and Grant Application Support for IJJA Discretionary Revenues: \$3 million total
 Regional Corridor Project Development - \$2.5 million
 Federal Discretionary Grant Application Support: \$.5 million
Transportation System Management and Operations (TSMO) strategic plan implementation: \$1 million
Regional Photo (LiDAR) program - \$300,000

The final RFFA allocation will be made in fall of 2022 after the Step 2 projects have been decided. The final action by TPAC, JPACT and Metro (by resolution) with any adjustment in forecast revenues accounted for at that time. With approval of the approach presented, the process will proceed as described and be incorporated into the resolution scheduled for adoption this fall.

Comments from the committee:

- Jaimie Lorenzini agreed with the investment toward grant application support, and asked if consideration with Regional Corridor Project Development could have a small allocation portion working with smaller transit providers such as SMART during the I-205 corridor transit area project. Mr. Leybold noted that if there is a Federal Discretionary funding program recognized such as Bus on Shoulder, that SMART and others would be eligible to pursue if interested. Metro could work with both planning staff and inter-governmental staff on identifying which projects have the best opportunity to receive discretionary Federal funding so that we can put together a good application for a competitive national process.
- Chris Ford noted the investment in safety issues with always a need for more money. Acknowledgement was made on these included from direction by JPACT and Council for safety issues and would welcome further discussion on increased investments when funds are available for safety on arterials and areas with equity challenged populations. Mr. Leybold noted the decision of unweighted balance for step 2 project consideration for all projects to leverage additional transportation funding to the region and to maximize outcomes in the Regional Transportation Plan’s investment priority outcomes of Safety, Equity, Climate, and Congestion Relief. This funding puts more money around the same approach.
- Don Odermott agreed that as we have more money available it would be advisable to target these safety investments for the best purpose. Mr. Leybold added that in the proposal with the Regional Corridor Project Development allocation of 2.5 million, the highest identified safety

and equity areas were named, including TV Highway Corridor, 82nd Avenue Corridor, and the McLoughlin Corridor.

- Mark Lear liked the proposal, with the acknowledgement of where we are with fatal crashes and wanting to prioritize safety as we go through the Step 2 evaluations.

MOTION: To forward this recommendation and support of this proposal and acknowledge to JPACT the concern of continued fatal crashes and serious injuries, and would like to continue prioritizing projects on safety and equity to the best possible maximum of funds.

Moved: Mark Lear

Seconded: Don Odermott

ACTION: Motion passed with no abstentions.

TriMet Proposed Annual Budget – Overview and Public Comment (Tara O’Brien & Nancy Young-Oliver, TriMet) A brief presentation was made by Ms. O’Brien and Ms. Young-Oliver on TriMet’s FY2023 Budget Overview, FY2023 Budget Themes, and Program of Projects and MTIP Coordination. The budget timeline was noted with key dates included. It was noted a listening session on Federal Program of Projects would be held April 13 at 9am. The Tax Supervising Conservation Committee (TSCC) hearing is April 27 at 8am. The link for details on the budget was shared: <https://trimet.org/budget/>

FY 2023 Budget Themes:

1. Safety
2. Maintain and Preserve the System
3. Improve System Reliability
4. Build Ridership through Quality Service and Innovation
5. Advance Regional Corridor Projects and Zero Emissions Fleet transition
6. Service

FY2023 Federal Funding

- Regional Flexible Funds
- PMLR Park and Ride improvements
- Program of Projects with other Federal Funding
- Urbanized Area Formula [5307]
- State of Good Repair [5337]
- Enhanced Mobility for Seniors and Individuals with Disabilities [5310]

In summary, Federal funding continues to support focus on capital maintenance and service continuity, public engagement opportunities provided in programming of projects and budget processes will continue, coordinating with MPO staff on proposed programming for 2021-24 and 24-27 MTIP, and exploring federal discretionary grant funding to support zero emissions fleet transition, ridership recovery, state of good repair, vehicles and future high capacity transit network planning.

2024-27 Oregon Department of Transportation (ODOT) Administered Fund Program

Allocations/Scoping updates (Chris Ford, ODOT) Mr. Ford reported the OTC acted on distribution of IJA flexible funds. This letter spells out the ODOT staff proposal and the action was the same, except that \$5M was moved from ADA to Innovative Mobility Pilot (IMP), with staff to come back with the potential to add up to \$10M to the IMP from other ODOT funds in the future.

https://www.oregon.gov/odot/Get-Involved/OTCSupportMaterials/Agenda_A_IJA_Cover_Ltr.pdf

Committee comments on creating a safe space at TPAC (Chair Kloster) – One comment was received: *Can we turn on the transcription/caption function in future meetings? It would help me take better notes. Thanks!*

Chair Kloster noted we could experiment with this at the next meeting. However, transcripts are not saved as part of the public record.

Adjournment

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

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, April 1, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	4/1/2022	4/1/2022 TPAC Agenda	040122T-01
2	TPAC Work Program	3/25/2022	TPAC Work Program as of 3/25/2022	040122T-02
3	Memo	3/23/2022	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments the End of February to Mid-March 2022	040122T-03
4	Memo	3/25/2022	TO: TPAC and interested parties From: Lake McTighe, Regional Planner RE: March 2022 Report - Traffic Deaths in the three counties	040122T-04
5	Slide	3/9/2022	Traffic deaths in Clackamas, Multnomah and Washington counties since the last report	040122T-05
6	Handout	March 2022	Climate-Friendly and Equitable Communities	040122T-06
7	March	3/25/2022	TO: TPAC and Interested Parties From: John Mermin & Lake McTighe, Metro RE: 2023 Regional Transportation Plan (RTP) – Follow up from 3/9 TPAC Workshop discussion of Safe and Healthy Urban Arterials policy brief	040122T-07
8	Draft Minutes	3/4/2022	Draft Minutes from TPAC March 4, 2022 meeting	040122T-08
9	Resolution 22-5256	N/A	FOR THE PURPOSE OF ADDING TO THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TWO PROJECTS, CONSISTING OF AN ODOT GRANT SUPPORTING THE METRO REGIONAL TRAVEL OPTIONS PROGRAM, AND THE PE PHASE FOR THE MULTNOMAH COUNTY EARTHQUAKE READY BURNSIDE BRIDGE PROJECT ENABLING FEDERAL REVIEWS AND FUND OBLIGATIONS TO THEN OCCUR (AP22-10-APR)	040122T-09
10	Exhibit A	N/A	Exhibit A to Resolution 22-5256	040122T-10
11	Staff Report	March 21, 2022	FORMAL AMENDMENT STAFF REPORT in consideration of April 2022 MTIP Formal Amendment & Resolution 21-5256 Approval Request (Regular Bundle)	040122T-11
12	Attachment 1	Fall 2021	Attachment 1; Project Fact Sheet, Earthquake Ready Burnside Bridge	040122T-12
13	Attachment 2	N/A	Attachment 2: Purpose and Need, Earthquake Ready Burnside Bridge	040122T-13

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
14	Attachment 3	N/A	Attachment 3: Cost Estimate Summaries, Earthquake Ready Burnside Bridge	040122T-14
15	Memo	March 25, 2022	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: 2022-23 Draft Unified Planning Work Program (UPWP) Exhibit A to Resolution 22-5244	040122T-15
16	Resolution 22-5244	N/A	RESOLUTION NO. 22-5244 FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2022-23 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS	040122T-16
17	Exhibit A	N/A	Resolution No. 22-5244, Exhibit B	040122T-17
18	Staff Report	April 1, 2022	STAFF REPORT IN CONSIDERATION OF RESOLUTION NO.22-5244	040122T-18
19	Memo	March 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, Outcomes, and Actions (VOA), Work Plan and Public Engagement Plan – Resolution No. 22-5255	040122T-19
20	Attachment 1 Resolution 22-5255	N/A	Resolution No. 22-5222 FOR THE PURPOSE OF APPROVING A WORK PLAN, PUBLIC ENGAGEMENT PLAN AND VALUES, OUTCOMES AND ACTIONS FOR THE 2023 REGIONAL TRANSPORTATION PLAN UPDATE	040122T-20
21	Attachment 2	3/25/2022	Attachment 2. Values, Outcomes, and Actions - Revised Draft	040122T-21
22	Attachment 3	March 25, 2022	Attachment 3. 2023 RTP Update Work Plan - Revised Draft	040122T-22
23	Attachment 4	March 25, 2022	Attachment 4. 2023 RTP Update Engagement Plan - Revised Draft	040122T-23
24	Attachment 5	NA	Attachment 5. Comments Submitted by MTAC and TPAC members	040122T-24
25	Memo	March 25, 2022	TO: TPAC and interested parties From: Margi Bradway, Ted Leybold RE: Infrastructure Investments and Jobs Act (IIJA) Funding to Metro	040122T-25
26	Memo	March 25, 2022	TO: TPAC and interested parties From: Grace Cho, Metro RE: 2024-2027 MTIP – Transit Agency Annual Budget Process Update and Programming of Projects	040122T-26
27	Presentation	April 1, 2022	April 2022 Formal MTIP Amendment Resolution 22-5256	040122T-27

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
28	Presentation	April 1, 2022	2022-23 Unified Planning Work Program	040122T-28
29	Handout	N/A	Comments on 2023 RTP update, work plan and engagement plan, Multnomah County	040122T-29
30	Handout	N/A	Comments on 2023 RTP update, work plan and engagement plan, ODOT	040122T-30
31	Presentation	April 1, 2022	2023 Regional Transportation Plan Update	040122T-31
32	Presentation	April 1, 2022	TriMet Coordination with the Metropolitan Transportation Improvement Program (MTIP)	040122T-32
33	Slide	April 1, 2022	Final OTC Flexible Fund Allocation	040122T-33