

Meeting minutes



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

Members Attending

Tom Kloster, Chair
Karen Buehrig
Allison Boyd
Chris Deffebach
Lynda David
Eric Hesse
Jaimie Lorenzini
Jay Higgins
Chris Ford
Karen Williams
Laurie Lebowsky-Young
Lewis Lem
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
Oregon Department of Transportation
Oregon Department of Environmental Quality
Washington State Department of Transportation
Port of Portland
City of Vancouver

Alternates Attending

Jamie Stasny
Sarah Paulus
Mark Lear
Peter Hurley
Dayna Webb
Melissa Johnstone
Mike McCarthy
Jamie Snook
Neelam Dorman
Glen Bolen
Gerik Kransky

Affiliate

Clackamas County
Multnomah County
City of Portland
City of Portland
City of Oregon City and Cities of Clackamas County
City of Troutdale and Cities of Multnomah County
City of Tualatin and Cities of Washington County
TriMet
Oregon Department of Transportation
Oregon Department of Transportation
Oregon Department of Environmental Quality

Members Excused

Don Odermott
Tara O'Brien
Idris Ibrahim
Jasmine Harris
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Rich Doenges

Affiliate

City of Hillsboro & Cities of Washington County
TriMet
Community Member
Federal Highway Administration
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Andre Lightsey-Walker
Bryan Graveline
Chris Smth
Cody Field
Cora Potter
Dave Roth
Francesca Jones
Jean Senechal-Biggs
Jessica Engelmann
Jessica Pelz
Jonathan Maus
Krisann Washington
Laura Terway
Lidwien Rahman
Lucia Ramirez
Matthew Hall
Max Nonnamaker
Mel Krnjaic Hogg
Michael Weston
Mike Foley
Nick Fortey
Sara Wright
Steve Kelley
Will Farley

Affiliate

The Street Trust
PBOT
Citizen Activist
City of Tualatin
TriMet
City of Tigard
PBOT
City of Beaverton
City of Beaverton
Washington County
Bike Portland
City of Troutdale
City of Happy Valley
Oregon Department of Transportation
Oregon Department of Transportation
WSP
Multnomah County
PBOT
City of King City

FTA
Oregon Environmental Council
Washington County
City of Lake Oswego

Metro Staff Attending

Alex Oreschak, Ally Holmqvist, Andrea Pastor, Caleb Winter, Cindy Pederson, Dan Kaempff, Eliot Rose, Grace Cho, Grace Stainback, John Mermin, Kate Hawkins, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Marne Duke, Matthew Hampton, Molly Cooney-Mesker, Shannon Stock, Ted Leybold, Thaya Patton

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. Reminders where Zoom features were found online was reviewed. 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

- **Responses from Wufoo feedback from committee members** (Chair Kloster)
TPAC community member recruitments are now taking place for new terms. Chair Kloster shared information on comments how the committee can better support new community members. It was noted that possible workshops or dedicated scheduled times before meetings allow for understanding materials and clarity of issues.

Discussion was held on meeting packets for section identification in which to find associated materials to agenda items (currently via bookmarks in pdfs), the use of cameras turned on or off during meetings (for attendees not on the panel videos are not shown online, which

provides no record of voting at meetings as an attendee), and why videos are not posted with the audio recordings at meetings. Future discussion of committee protocols can include resources and process for video recordings, methods and timelines for accepting written testimonials on committee agendas, printed packets with accessibility for more readability, and demonstrations online for where materials are found.

It was noted the transcripts online at meetings provided via closed caption do not replace minutes from meetings and are not posted with minutes. Metro continues to have discussions for hybrid meetings with details being planned for location at MRC, accessibility issues and resources to hold the meetings and workshops. As more details become known they will be shared with the committee.

- **Updates from committee members and around the Region (all)**
Lewis Lem posted in chat: news from Port of Portland -- grant award announced last week for Marine Terminal T6 -- <https://www.portofportland.com/Newsroom/Port-of-Portland-Receives-Grants-for-Terminal-6-Modernization>
- **Monthly MTIP Amendments Update (Ken Lobeck)** Chair Kloster referred to the memo in the packet on the monthly submitted MTIP formal amendments submitted during October 2022. Questions on the monthly MTIP amendment projects can be directed to Ken Lobeck.
- **Fatal crashes update (Lake McTighe)** It was noted there was no memo in the meeting packet this month. An evaluation of how materials are presented to be more useful for the committees is being planned. A survey to committees will be provided soon on this issue. Ms. McTighe reported that in the three counties at least 8 people have died in traffic crashes since the last report to the committee. At least 102 people have been killed in traffic crashes this year in the three counties, and 430 in the state. Higher percentages of fatal crashes individuals come from walking/biking/motorcycle because of their vulnerability with traffic. A webinar link to be held Nov. 16 was shared: Safe Systems webinar from the Collaborative Sciences Center for Road Safety: How to get Safe Systems wrong...and how to get it right <https://www.roadsafety.unc.edu/profdev/cscrs-webinar-series/>
- **Equitable Transportation Funding Research Report (Lake McTighe)** The Equitable Transportation Funding Research Report will be presented to the Metro Council at the Nov. 15 Council work session. The report was added to the final TPAC packet for this meeting. Appreciation was given to the committee for their comments and feedback to the report.

Public Communications on Agenda Items – none received

Consideration of TPAC Minutes from October 7, 2022

MOTION: To approve minutes from October 7, 2022.

Moved: Eric Hesse

Seconded: Laurie Lebowsky-Young

ACTION: Motion passed with one abstention; Karen Williams

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 22-5291 (Ken Lobeck, Metro)

The November FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP)

Formal/Full Amendment bundle was presented. This continues the effort to add required new projects, position projects for fall obligations, and complete necessary updates enabling the next federal approval step to occur. The November amendment bundle contains a total of six projects. They include:

- Adding two new ODOT projects that will begin the deployment of the National Electric Vehicle Infrastructure (NEVI) fast charging stations in Oregon along I-205 from I-5 to the Abernathy Bridge
- Adding ODOT's new American Disabilities Act (ADA) curb and ramp design project, phase 1 for FFY 2024-27.
- Completing a scope adjustment adding site locations as part of the project to ODOT's Willamette Stormwater Source Control Improvements project
- Adding funding to address cost increases to ODOT's OR141 ADA Curb and Ramp improvement project and Metro Parks/Portland Parks Willamette Greenway Columbia Blvd Bridge project

Comments from the committee:

- Eric Hesse noted the importance of tracking and monitoring the Infrastructure Investment and Jobs Act (IIJA) funding with projects, part of the 2 new ODOT National Electric Vehicle Infrastructure (NEVI) charging stations planned funded primarily from IIJA funds. It was noted Portland is also about to bring an EV Readiness set of code updates to support charging in multifamily.
- Chris Ford noted the Executive Summary of the Oregon National Electric Vehicle Infrastructure Plan starts on page 87 to the meeting packet. In the plan funding strategies, charging locations and corridors are described. Additional information shared:
 - FY22 funding: ODOT aims to build out I-5, US 97, and I-205. FY23 funding will focus on I-84, I-82, and US 20. With FY24 funding Oregon anticipates build out of US 26, US 101, and I-405.
 - Federal govt has yet to publish final "minimum guidance" for the composition of stations. Station location / design planning cannot proceed until we have.
 - ODOT has submitted NEVI plan to USDOT.
 - No specific locations are established at this time, but shows two stations in I-205 corridor.
 - ODOT will be facilitating investments through public-private partnerships, and will not choose the site, nor own, operate, install nor maintain the charging stations -- the private sector will do that.
 - No RFPs will be issued until mid 2023
- Karen Buehrig noted the \$20m investment for designing curb ramp improvements. It was important to see the region focusing on these investments, but noted this investment alone was for design in corridors throughout the region. Chris Ford added funds are for fixing and repairing existing ramps now, but with additional funds allow for designing a more comprehensive system in the region.
- Jaimie Lorenzini asked if ODOT has identified locations for the charging stations on I-205 that are less than 50 miles apart (as proposed to those on I-84). Mr. Lobeck noted the map provided was not well suited for scale to show these areas. Mr. Ford added the locations are not confirmed yet, but the climate office website provides more clarity on possible locations and types of electric charging stations planned.
<https://www.oregon.gov/odot/climate/pages/nevi.aspx>

- Eric Hesse noted the opportunity for leveraging investments with communities and local planning which can help identify gaps in equity networks.

MOTION: TPAC provides JPACT an approval recommendation of Resolution 22-5291 consisting of six amended projects enabling federal reviews and fund obligations to then occur.

Moved: Jaimie Lorenzini

Seconded: Chris Deffebach

ACTION: Motion passed unanimously.

Metro/ODOT Regional Mobility Policy Update: Draft Policy, Measures and Action Plan for the 2023 Regional Transportation Plan (RTP) (Kim Ellis, Metro/Glen Bolen, ODOT) The presentation began with a proposed recommendation to JPACT on draft mobility policy and next steps. It was noted the recommendation does not adopt the policy – that will be considered next year as part of the RTP adoption package. It was noted of the project purpose and timeline.

The current mobility policy is contained in both the 2018 Regional Transportation Plan (RTP) and Policy 1F (Highway Mobility Policy) of the Oregon Highway Plan (OHP). The goal of this update has been to better align the policy and measures with shared regional values, goals, and desired outcomes identified in Metro’s Regional Transportation Plan (RTP) and 2040 Growth Concept, as well as with local and state goals. To that end, the draft policy updates how the region defines and measures desired mobility outcomes for people, goods and services traveling in the Portland area to better support community plans and visions implementing the 2040 Growth Concept and meeting state and regional equity, climate and safety goals.

Proposed draft mobility policies:

Mobility Policy 1 Ensure that the public’s land use decisions and investments in the transportation system enhance efficiency in how people and goods travel to where they need to go.

Mobility Policy 2 Provide people and businesses a variety of seamless and well-connected travel modes and services that increase connectivity, increase choices and access to low carbon transportation options so that people and businesses can conveniently and affordably reach the goods, services, places and opportunities they need to thrive.

Mobility Policy 3 Create a reliable transportation system, one that people and businesses can count on to reach destinations in a predictable and reasonable amount of time.

Mobility Policy 4 Prioritize the safety and comfort of travelers in all modes when planning and implementing mobility solutions.

Mobility Policy 5 Prioritize investments that ensure that Black, Indigenous and people of color (BIPOC) community members and people with low incomes, youth, older adults, people living with disabilities and other historically marginalized and underserved communities experience equitable mobility.

Mobility Policy 6 Use mobility performance measures and targets for system planning and evaluating the impacts of plan amendments including Vehicle Miles Travelled (VMT) per capita for homebased trips and VMT/employee for commute trips to/from work, system completeness and hours of congestion on the throughways.

Draft mobility policy performance measures and targets were shared. Measures include:

- VMT/Capita for home-based trips and VMT/Employee for commute trips to/from work
- System Completeness (all modes, TSMO, TDM)
- Hours of Congestion on Throughways (based on average travel speed)

Draft Policy Implementation Actions 2023 Actions

Test and refine the draft Regional Mobility Policy through 2023 RTP update (Metro)

- Establish baseline VMT/capita for home-based trips and VMT/employee for commute trips to/from work for TBD geographies (e.g., by 2040 type, by subarea of the region) in the 2023 RTP (Metro)
- Report draft mobility performance in needs analysis and system analysis (Metro)
- Further define and map TSMO “Key Corridors” for inclusion in 2023 RTP (Metro/TransPort)
- Develop implementation guidance for TDM/TSMO to support the Regional Mobility Policy (Metro)
- Further operationalize policy in RTP congestion management process and corridor refinement planning policies (Metro)
- Develop hours of congestion and travel speed forecasting for throughways guidance (Metro and ODOT)
- Adopt the final Regional Mobility Policy in the 2023 Regional Transportation Plan (Metro)

Draft Policy Implementation Actions 2024 Actions

- Request consideration of the updated Mobility Policy for the Portland metropolitan area in the updated Oregon Highway Plan (Metro and ODOT)
- Amend Regional Transportation Functional Plan, Title 3, Transportation Project Development, to reflect the Regional Mobility Policy (Metro)
- Develop a VMT-based spreadsheet tool to support evaluation of plan amendments (ODOT, 2024-2025 timing)
- Update Regional Transportation Functional Plan to encompass additional relevant TSMO and TDM system planning guidance (Metro)
- Update ODOT’s Analysis Procedures Manual, development review procedures, and TSP guidelines to reference the updated Regional Mobility Policy (ODOT, 2023-2024 timing)
- Determine remaining needs for updates to the Oregon Highway Design Manual to acknowledge the adopted Portland Metro area mobility policy (ODOT)
- Develop model codes and guidance to support local implementation (Metro)

Draft Policy Implementation Actions 2025 and Beyond Actions

- Implement Regional Mobility Policy through local TSP and comprehensive plan updates (Cities and Counties)
- Incorporate regional mobility policy implementation guidance for TDM into Metro’s Regional Travel Options (RTO) Strategy Update (Metro, 2025-2026 timing)
- Update Transportation Analysis Zones (TAZs) to support local and regional planning needs (Metro, 2026-2028 timing)
- Expand the region’s Dynamic Traffic Assignment capabilities (Metro, timing TBD)
- State and Regional Modeling Collaboration (Metro and ODOT, timing TBD)

Staff recommended the motion:

Recommend JPACT accept the draft regional mobility policy, draft measures and targets, and draft implementation action plan, and support moving forward to test and refine the draft measures and targets as part of the 2023 Regional Transportation Plan update.

Comments from the committee:

- Karen Buehrig appreciated the work done and agreed that this is one of many policies that identifies our system with implications and actions for future work. The proposed motion calls out “accept”. It was asked why the term was used before we move into testing and advising on measures and refinements. Ms. Elis noted the precedent use of the term from previous projects that accept the starting point for next phases of work. This is an operational term that JPACT can do, short of making a recommendation or adopting for final policy. Ms. Buehrig noted a hesitancy with “accept” due to the long list of testing and refinement section.

Slide 18 of the presentation, *Test and refine the draft Regional Mobility Policy through 2023 RTP update* was highlighted with bullets 5 and 7 as both important for better understanding on what they really mean in terms of implications and impacts when we say “accept”.

- *Further operationalize policy in RTP congestion management process and corridor refinement planning policies*
- *Adopt the final Regional Mobility Policy in the 2023 Regional Transportation Plan*

Chair Kloster and Ms. Ellis noted the word “accept” was meant to a reasonable start and direction for the project, not part of policy or adoption. Existing policies in the RTP will be updated as part of this work as further refinements and analysis helps us identify and understand how the impacts and implications for final policy/adoption.

- Jaimie Lorenzini noted the maps in the packet that referred to RTP Expressway Throughways Hours of Congestion Based on Travel Speed Below 35 mph, and RTP Non-Expressway Throughways Hours of Congestion Based on Travel Speed Below 20 mph. It was asked if a side-by-side comparison could be prepared for JPACT that showed current constrained policies vs the 20 mph target, and how the interim policy impacts our signalized throughways with proposed changes.

Referring to maps in the packet, *Vehicle Miles Traveled Per Capita (2020)* the VC seemed much higher in areas where we don’t have bus service. It was noted this might be because we don’t have the density currently to report transit capacity in these locations. How will the VMT/per capita target affect our ability to provide more housing to get to this density for transit service? Mr. Bolen noted expansion planning is different in areas of the region that proposes housing, jobs, retail, business and access to services.

- Chris Deffebach noted on slide 18 of the presentation “Further operationalize policy in RTP congestion management process and corridor refinement planning policies”. It was asked what the most current refinement study was on corridors and if others have been undertaken or completed since. Ms. Ellis noted chapter 8 of the RTP contains a corridor refinement section. For future corridor studies JPACT and Metro Council will decide these based on funding decisions, planning phases and in coordination with other corridor planning studies. This is an area we need to review as part of updating chapter 8 next year. Concerning prioritizing corridors and how we fund them, no direction is known yet. Metro Council passed resolution in the past that gave us this direction and will be refined further.

It was asked what was meant by completing the planned system if defined by all the networks in the RTP or what is listed in the financially constrained plan. Was it the vision we want or what we have financial commitments to do? Ms. Ellis noted the planned system in the context of the RTP are the networks we are trying to build depending on funding, priorities and policies.

It was suggested to add language to the motion to say “accept for the purpose of recommending the draft regional mobility policy, draft measures and targets, and draft implementation action plan, and support moving forward to test and refine the draft measures and targets as part of the 2023 RTP update”. *TPAC would hold further discussion on this motion in the meeting.*

- Mike McCarthy noted the system completeness seems to have a lot of promise but how does that get defined and get used. Past development planning encountered policies that inhibited

development because of facilities over capacity. It was suggested to plan in the right places to allow for good transportation connections. A concern was noted is when road capacity opens the carbon increases do also. We have large volumes of travel poised for areas in development now that will put demand on transportation routes. It was asked how we can reinforce the use of good functioning freeways and state highways in our overall system, without diversion on our surface streets where spikes in serious fatal crashes and higher speeds are climbing.

It was seen where the 35 mph comes from as a threshold, and agree that below that level freeways lose their function. A concern was noted with the 4 hours if allowed to fall below the 35 mph which does not get us to even the planned capacity of the freeway system. With diversion to traffic it leads to local streets resulting in safety impacts.

Concern was noted on economics with losing regional employers because of our traffic issues. Model calibrations are not able to provide accurate travel models because of many challenges. It was noted more research shows VMT as a proxy for greenhouse gas emissions. How much of a proxy is it? It was asked if there is a better proxy we can use to get to pollution reduction.

- Lewis Lem noted that as someone who has worked on the transport GHG area for many years, it increasingly does not seem to make sense for VMT to be a proxy for GHG. Given the leading modeling at Metro and ODOT, and given for long term forecasting, the increase in EVs over time, the linkage between MNT and GHG is probably less and less valid.
- Lidwien Rahman noted regarding VMT as proxy to remember this is mobility policy, not climate policy. Mobility policy is intended to support and be consistent with climate policy but is not the entirety of climate policy and associated measures. Ms. Ellis added the VMT is a state requirement.
- Karen Williams noted in the first bullet under draft Policy Implementation Actions 2023 Actions to “Establish baseline VMT/capita for home-based trips and VMT/employee for commute trips to/from work for TBD geographies (e.g., by 2040 type, by subarea of the region) in the 2023 RTP (Metro)”. It was asked what the data source for the input that would be used to calculate this baseline. Ms. Ellis noted the travel demand model uses data provided by ODOT that is calibrated from the Highway Performance Management Systems (HPMS). Further tools being developed with assist on later implementation actions.
- Eric Hesse noted appreciate of the work done. It was noted that because of the importance of the policy and importance to the agencies and jurisdictions that full understanding of the implications and actions need a clear and decisive direction to the approach recommended. It was suggested the proposed language staff has drafted for the motion goes too far in endorsing in terms of accepting. The proposed motion was posted in chat and read aloud.

MOTION: TPAC recommends that JPACT support:

1. further development of the draft performance measures and targets to understand the implications of the current and proposed measures and related policy language and implementation plan by testing and refining during 2023 RTP system analysis, and

2. development of a clear, inclusive mobility corridor-based approach for needs and solutions evaluation and identification as part of the 2023 RTP update.

Moved: Eric Hesse

Seconded: Jay Higgins

Comments from the committee:

- Karen Buehrig asked for clarification on how JPACT supports and takes action on this. Ms. Ellis noted the direction this recommendation makes is for JPACT to provide support of the work as the refinement and action implementation steps are prepared. It was asked to clarify part 2 of the motion, *development of a clear, inclusive mobility corridor-based approach for needs and solutions evaluation and identification as part of the 2023 RTP update*. Mr. Hesse noted numerous corridor plans that could be evaluated and coordinated with a process that helps identify better refinement and solutions.
- Chris Deffebach agreed to the support with better clarification on how we evaluate and study corridors. It was asked if the term “mobility” was too limiting. We have corridors that do not use the term mobility now. The proposed “for the purpose of recommending...” was no longer needed. Having “accept” drop and replaced with the direction for moving forward on testing and refinements was acceptable.
- Allison Boyd asked if reporting on the development of draft performance measures and testing and refinements was anticipated at another TPAC workshop in the spring. Ms. Ellis noted staff is in the middle of planning 2023 meetings and workshops where discussions on these issues will be presented.
- Mike McCarthy appreciated the softening of the language it was felt this needs more directional change, and he would vote no on the motion.

MOTION restated: TPAC recommends that JPACT support:

- 1. further development of the draft performance measures and targets to understand the implications of the current and proposed measures and related policy language and implementation plan by testing and refining during 2023 RTP system analysis, and**
- 2. development of a clear, inclusive mobility corridor-based approach for needs and solutions evaluation and identification as part of the 2023 RTP update.**

ACTION: Motion passed eight votes yes, one vote no, no abstentions.

Regional Transportation Plan (RTP) Call for Projects Policy Framework and Draft Revenue Forecast

(Kim Ellis and Ted Leybold, Metro) Kim Ellis and Ted Leybold provided an overview of the policy framework and draft revenue forecast for the 2023 RTP Call for Projects. The policy framework reflects the culmination of more than two years of work by regional and community partners to identify transportation needs and develop a vision, goals, objectives, targets and a financial plan. The 2023 RTP call for projects responds to this direction as agency partners work together and with communities to update the investment priorities of the plan.

Development of the draft revenue forecast and cost targets for the 2023 RTP Call for Projects is underway and will be finalized by the end of the year. The region has limited transportation funding, which must be used strategically to meet the extensive needs of the people who live and work here. The RTP revenue forecast is an important part of the call for projects process, providing an estimate of how much funding can be reasonably expected to be available during the life of the plan (2023-2045) both for capital projects and for maintaining and operating the existing transportation system.

The draft forecast reflects extensive consultation and coordination with local governments, the Oregon Department of Transportation (ODOT), TriMet and SMART staff that is still underway. The forecast will include revenues raised at the federal, state, regional and local levels for transportation projects and programs to be included or accounted for in the 2023 RTP.

Consistent with the adopted RTP work plan, three levels of investment will be defined for the 2023 RTP, with each level representing a statement of priority. The first and second levels, together, are known as the financially constrained project list under federal and state law. In order for projects to be eligible to receive federal and state funding, they must be on the *Constrained Priorities* project list. The Constrained Priorities will be prioritized into near-term (2023-2030) and long-term (2031-2045) priorities – based on the financially constrained revenue forecast and policy priorities of the RTP.

- The first level of priority, **the *Near-term Constrained Priorities***, will represent the highest priority transportation project and program investments for near-term (2023-2030).
- The second level of priority, **the *Long-term Constrained Priorities*** will represent the highest priority transportation project and program investments for long-term (2031-2045).
- The third level of priority, **the *Long-term Strategic Priorities***, will represent additional investments that advance RTP policy priorities or need further study but that do not fit within the financially constrained revenue forecast, but the region agrees to work together to complete remaining planning work and identify funding to advance these priorities in the 2031-2045 time period. As was done in the 2018 RTP, this investment level is recommended to be 1.5 times the financially constrained cost target.

The call for projects starts Jan. 6 and closes on Feb.17, 2023. Key information requested in Call for Projects:

- **Agency information** identifying the nominating agency, agency partners and primary owner.
- **General project information** describing the project, location, features and design elements.
- **Project status**, whether the project is has committed construction funding, and/or the project is new.
- **Estimated project cost** estimated in current cost (in 2023 dollars) and for the time period within which the project is recommended for completion (year of expenditure). Guidance for inflating current cost to expected year of expenditure cost will be provided.
- **Time period** for which the project is anticipated to be completed, 2023-2030 or 2031-2045 for purposes of the RTP performance analysis.
- **Project type and investment category**
- **Safety projects** identified as a safety project through a state or local process.
- **Modeling assumptions** describing the number and type of traffic lanes and signals (before and after the project), posted speed, signal timing/coordination, type of bicycle facility to be provided, and whether sidewalks are included.
- **GIS shapefiles** for location-specific projects for Metro to develop maps and conduct GIS analysis to determine which projects overlap with 2040 Growth areas, high injury corridors, Equity Focus Areas and other spatial data.
- **Drawings or more detailed maps** when needed to communicate the location or modeling assumptions for more complex projects

To be included in the RTP, projects and programs must meet certain eligibility requirements consistent with the policy framework. Projects must be located on the designated regional transportation system and be inside the federally-recognized metropolitan planning area boundary, and:

1. Projects must help achieve regional vision, goals and policies for the transportation system.

2. Projects must cost at least \$2 million or be bundled with similar projects to meet the cost threshold.
3. Projects must come from adopted plans or strategies developed through a planning process that identified the project to address a transportation need on the regional transportation system.
4. Projects that were identified through a public planning process that met the appropriate requirements for public involvement, including having provided opportunities for public comment, with specific efforts to engage communities of color, people with low-incomes and people with limited English proficiency.

Stakeholders and policymakers will be asked to review and comment on draft priority projects and the high-level project assessment starting in April 2023. Input on the assessment of projects, along with public input on the system analyses findings will inform decision-makers and regional partners as they continue to work together to finalize the draft RTP and project and program priorities for public review in Summer 2023. A 45-day comment period on the draft plan is planned from July 1 to Aug. 14, 2023. JPACT and the Metro Council will consider adoption of the 2023 RTP (and updated project and program priorities) in November 2023.

Comments from the committee:

- Eric Hesse noted he would follow up on roles with the coordinating committees for more details for better understanding of the process with the May date rather than the Feb. 17 deadline. For the endorsement letter in May there may need to be some coordination, given changes may be needed from project information, and possible other steps in the process for future changes. Ms. Ellis noted the reason the endorsement letter from coordinating committees was scheduled ahead of the project sponsors letter of endorsement was to notify and inform elected on the project planned. As projects are folded into the RTP process policymakers are made aware of what is being advanced. Changes are possible during the system evaluation and during the public comment period. The opportunity to update and make changes to the plan are possible up to the time it is adopted by JPACT and Metro Council.

It was asked how the strategic project list was used with the constrained project list of projects given uncertainties with affects from inflation and affordability to planning. Ms. Ellis noted that consistent with the adopted RTP work plan, three levels of investment will be defined for the 2023 RTP, with each level representing a statement of priority. The first and second levels, together, are known as the financially constrained project list under federal and state law. In order for projects to be eligible to receive federal and state funding, they must be on the *Constrained Priorities* project list. The Constrained Priorities will be prioritized into near-term (2023-2030) and long-term (2031-2045) priorities – based on the financially constrained revenue forecast and policy priorities of the RTP. The strategic list cost target is recommended to be 1.5 times the financially constrained list cost target.

It was noted that for projects to be eligible to be included in the 2023 RTP they cost at least \$2 million or be bundled with like projects. More information is needed on how bundling is defined with corridors or facilities, identified in other strategies and plans, and what flexibility is there to include them.

It was asked for more information around the finance forecast. Mr. Leybold agencies have a good idea currently on their revenue sharing and abilities on the capital side. With the addition of Federal revenue we have a draft of 2.2 billion that will shared between cities, jurisdictions

and agencies. The allocations have not been drafted yet. Metro will provide an official target as soon as we can do the calculations and work out the final estimated costs. Mr. Hesse noted the 2.2 revenue increase projected and 3% cost increase with sounded like structural deficient, meaning that projects could be taken off lists if this happens. Mr. Leybold agreed.

- Allison Boyd asked for clarification on the endorsement letter that if this involved County roads we would need the County/coordinating committee endorsement for the project but not necessarily endorsements for cities where the road goes through. This was confirmed. It was noted that in Table 2 in the packet, measuring progress towards RTP goals, climate action is mentioned but resilience lacks adequate detail. This is important since several resiliency projects are happening in the region and will be included in the RTP.
- Chris Deffebach asked for a reminder on how we forecast state and federal revenues to go to Counties. If higher revenues are expected how will these funds be allocated in the future? Mr. Leybold noted that regarding federal revenues to local agencies there are two main sources which are RFFA funds and funds awarded as part of the forecast available to local agencies. Direct discretionary funds are awarded by FHWA. The estimate of 2.2 billion is where this comes from. Funds dedicated to TMSO and RTO programs have been accounted for, and the bond debt was taken off the top and paid for through flexible funds. The bond debt is completed in 2034. Ms. Ellis added the other funds allocated to agencies are based on population.
- Chris Ford noted the need to understand next steps around congestion pricing and timing with ETC with comments submitted. It would be good to have this information for JPACT for consideration. Ms. Ellis noted staff is mapping out when topics will be coming back for further discussions at committee meetings. Mr. Ford noted the RTP goals with measurements, but had concerns with the system analysis with assessments, such as the number of them, how well they link with each other, if the right questions for assessments are being asked and when relevant comments could be given. Ms. Ellis noted feedback is always welcome. A deadline within 2 weeks was suggested.
- Karen Buehrig noted the deadline for city endorsements on project of May 1, and the coordinating committee deadline as Feb. 17. Clackamas County Coordinating Committee would not meet until March. Would this be an issue? Ms. Ellis noted the deadline were set due to the turnaround quickly for evaluation time and important to receive full project information. Flexibility for challenging deadlines would be considered.

It was asked if city projects should be included in the county project lists as well. Ms. Ellis noted that typically the cities submit their own projects. Some blend of projects with ODOT, TriMet and others is possible. Ms. Leybold added that some coordination will be needed with transit agencies on what each are proposing to contribute to the project based on their financial capacity. Asked if all jurisdictions and cities will have access to the project hub, it was confirmed they will.

- Eric Hesse asked if the tolling assumptions are being considered with the near-term priorities. Mr. Leybold agreed discussions are ongoing with ODOT on this. It was asked if the HCT pipeline project assumptions were being factored in with revenues available for them. Mr. Leybold noted they are being discussed, especially revenue from federal discretionary funds, and will be part of the project nomination process.

Adjournment

There being no further business, meeting was adjourned by Chair Kloster at 12:03 p.m.

Respectfully submitted,



Marie Miller, TPAC Recorder

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

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	11/4/2022	11/4/2022 TPAC Agenda	110422T-01
2	2022 TPAC Work Program	10/25/2022	2022 TPAC Work Program as of 10/25/2022	110422T-02
3	2023 TPAC Work Program	10/25/2022	2023 TPAC Work Program as of 10/25/2022	110422T-03
4	Memo	10/26/2022	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (during October 2022)	110422T-04
5	Draft minutes	10/7/2022	Draft minutes from October 7, 2022 TPAC meeting	110422T-05
6	Resolution 22-5291	N/A	Resolution 22-5291 FOR THE PURPOSE OF ADDING THREE NEW AND AMENDING THREE EXISTING PROJECTS IN THE 2021-26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO MEET REQUIRED FEDERAL HIGHWAYS ADMINISTRATION OBLIGATION OR DELIVERY APPROVAL STEPS	110422T-06
7	Exhibit A to Resolution 22-5291	N/A	Exhibit A to Resolution 22-5291	110422T-07
8	Staff Report	10/27/2022	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: November FFY 2023 MTIP Formal Amendment & Resolution 22-5291 Approval Request	110422T-08
9	Attachment 1	9/1/2022	Attachment 1: OTC Staff Report - NEVI Update	110422T-09
10	Attachment 2	July 2022	Attachment 2: NEVI Plan Executive Summary	110422T-10
11	Attachment 3	9/1/2022	Attachment 3: ADA Program Update	110422T-11
12	Attachment 4	10/11/2022	Attachment 4: Draft OTC Staff Report Item – Willamette River Stormwater Source Control	110422T-12
13	Attachment 5	October 2022	Attachment 5: OTC Staff Report Item – Willamette Greenway Tr/Columbia Blvd Bridge Cost Increase	110422T-13

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
14	Memo	10/28/2022	TO: TPAC and Interested Parties From: Kim Ellis, Metro Project Manager Lidwien Rahman, ODOT Project Manager Glen Bolen, ODOT Region 1 RE: Regional Mobility Policy Update: Draft Policy, Measures and Action Plan for the 2023 Regional Transportation Plan – RECOMMENDATION TO JPACT REQUESTED	110422T-14
15	Attachment 1	10/28/2022	Attachment 1. Draft Regional Mobility Policy (RMP) for the 2023 RTP	110422T-15
16	Attachment 2	10/28/2022	Attachment 2. Draft 2023 RTP Regional Mobility Policy (RMP) Overview	110422T-16
17	Memo	10/28/2022	TO: TPAC and interested parties From: Kim Ellis, Metro Project Manager Lidwien Rahman, ODOT Project Manager Glen Bolen, ODOT Region 1 RE: Regional Mobility Policy Update: Draft Regional Mobility Policy Maps	110422T-17
18	Attachment 1	10/28/2022	Attachment 1: RTP Expressway Throughways Hours of Congestion Based on Travel Speed Below 35 MPH	110422T-18
19	Attachment 2	10/28/2022	Attachment 2: RTP Non-Expressway Throughways Hours of Congestion Based on Travel Speed Below 20 MPH	110422T-19
20	Attachment 3	10/17/2022	Attachment 3: Vehicles Miles Traveled Per Capita (2020)	110422T-20
21	Memo	10/28/2022	TO: TPAC and Interested Parties From: Kim Ellis, RTP Project Manager RE: 2023 Regional Transportation Plan: Overview of the Policy Framework and Draft Revenue Forecast for the RTP Call for Projects	110422T-21
22	Attachment	10/28/2022	2023 Regional Transportation Plan call for projects	110422T-22
23	Attachment 2	10/22/2022	2023 Regional Transportation Plan Local Revenue Estimates	110422T-23
24	Attachment 3	10/27/2022	Draft Vision and Goals for the 2023 Regional Transportation Plan	110422T-24
25	Attachment 4	N/A	Examples of RTP Projects and Programs	110422T-25
26	Slide	10/17/2022	Monthly fatal traffic crash report for Clackamas, Multnomah and Washington counties	110422T-26
27	Report	10/27/2022	Equitable Transportation Funding Research Report Analysis and recommendations developed in support of the 2023 Regional Transportation Plan update	110422T-27

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
28	Presentation	11/04/2022	November FFY 2023 Formal MTIP Amendment Resolution 22-5291	110422T-28
29	Presentation	11/04/2022	Regional mobility policy update	110422T-29
30	Presentation	11/04/2022	Policy Framework and Process for the RTP Call for Projects	110422T-30