

Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC)**
Date/time: Friday, December 2, 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
Jay Higgins
Don Odermott
Tara O'Brien
Chris Ford
Karen Williams
Lewis Lem
Katherine Kelly

Affiliate

Metro
Clackamas County
Multnomah County
Washington County
SW Washington Regional Transportation Council
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
Port of Portland
City of Vancouver

Alternates Attending

Jamie Stasny
Mark Lear
Dayna Webb
Mike McCarthy
Neelam Dorman
Glen Bolen
Gerik Kransky
Jason Gibbens

Affiliate

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

Members Excused

Eric Hesse
Jaimie Lorenzini
Laurie Lebowsky-Young
Idris Ibrahim
Jasmine Harris
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Rich Doenges

Affiliate

City of Portland
City of Happy Valley and Cities of Clackamas County
Washington State Department of Transportation
Community Member
Federal Highway Administration
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Adam Leuin
Andre Lightsey-Walker
Brad Choi
Brooke Jordan
Bryan Graveline
Cody Field
Cora Potter
Danielle Casey
Dave Roth
Dave Treadwell
Jason Beloso
Jean Senechal Biggs
Jennifer Sellers
Jessica Pelz
Jonathan Maus
Lee Helfend
Mara Krinke
Matthew Hall
Megan Neill
Mel Krnjaic Hogg
Michael Foley
Nick Fortey
Steve Kelley
Will Farley

Affiliate

Washington State Department of Transportation
The Street Trust
City of Hillsboro
WSP
Portland Bureau of Transportation
City of Tualatin
TriMet
FTA
City of Tigard
Parametrix
Washington State Department of Transportation
City of Beaverton
Oregon Department of Transportation
Washington County
Bike Portland
OPAL
Parametrix
WSP
Multnomah County
Portland Bureau of Transportation

FTA
Washington County
City of Lake Oswego

Metro Staff Attending

Ally Holmqvist, Caleb Winter, Connor Ayers, Dan Kaempff, Eliot Rose, Grace Cho, John Mermin, Kate Hawkins, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Marne Duke, Matthew Hampton, Molly Cooney-Mesker, Shannon Stock, Summer Blackhorse, Ted Leybold, Thaya Patton, Tim Collins

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

- **Updates from committee members around the region** (Chair Kloster)
Don Odermott announced his retirement at the end of the year from the City of Hillsboro. This being his last meeting serving at TPAC, the committee and staff sent good well wishes and thanks for his work with the committee.
- **Monthly MTIP Amendments Update** (Ken Lobeck) Chair Kloster referred to the memo in the packet on the monthly submitted MTIP formal amendments submitted during early to mid-November 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. An evaluation of how materials are presented to be more useful for the committees is being planned. Ms. McTighe reported that in the three counties at least 12 people have died in traffic crashes since the last report to the committee. At least 114 people have been killed in traffic crashes this year in the three counties, and 512 in the state.
- **2022-23 UPWP administrative amendments** (Chair Kloster) The memo on administrative amendments to the 2022-23 Unified Planning Work Program (UPWP) was noted in the packet. Minor changes to the budgets of several Metro projects to reflect new funds added from the federal Infrastructure Investment and Jobs Act (IIJA) and additional carryover were noted. Metro staff will forward notice of this amendment to USDOT staff for approval and these changes will be reflected on the Metro's UPWP webpage. Please contact John Mermin if you have any questions about this amendment.
- **ODOT Great Streets Program Update** (Chris Ford) Information on the Great Streets Program was shared. Great Streets is a funding program to address that improves safety and increases access to walking, biking, and transit. It focuses on "main streets" in communities around the state. ODOT is launching this program with \$50 million of flexible federal transportation funds from the Infrastructure Investment and Jobs Act in 2022. Initial investments will be limited to highway corridors that the state owns and manages. This first round of funding will serve as a proof-of-concept so we can learn more in developing future versions of the program.

The primary objective of proposed projects must be to improve safety and multimodal access on a state highway corridors that also acts as community main streets. Project selection will focus on fewer and more impactful projects. Things like facility planning, design development, and construction projects are eligible for funding. Regions are encouraged to submit projects in larger urban areas as well as smaller communities. More information on the program can be found on this webpage: <https://www.oregon.gov/odot/RPTD/Pages/Great-Streets-Program.aspx>

Karen Buehrig asked what the timeline and process would be for Region 1 to help ODOT decide which projects move forward with applications, and where letters of support from jurisdictions fit in with the process. The committee was encouraged to contact the Great Streets Program Manager, Robin Wilcox, Robin.a.Wilcox@odot.oregon.gov or Kristen Stallman at ODOT.

- **2023 RTP Needs Assessment Factsheets** (Eliot Rose) It was noted, that as draft summaries on the RTP needs assessment, three fact sheets were provided in the packet for resources and information to help jurisdictions and agencies fill in their applications with Call for Projects. The committee was encouraged to contact Mr. Rose with further suggestions or questions on the materials.

Public Communications on Agenda Items – none received

Consideration of TPAC Minutes from November 4, 2022

MOTION: To approve minutes from November 4, 2022.

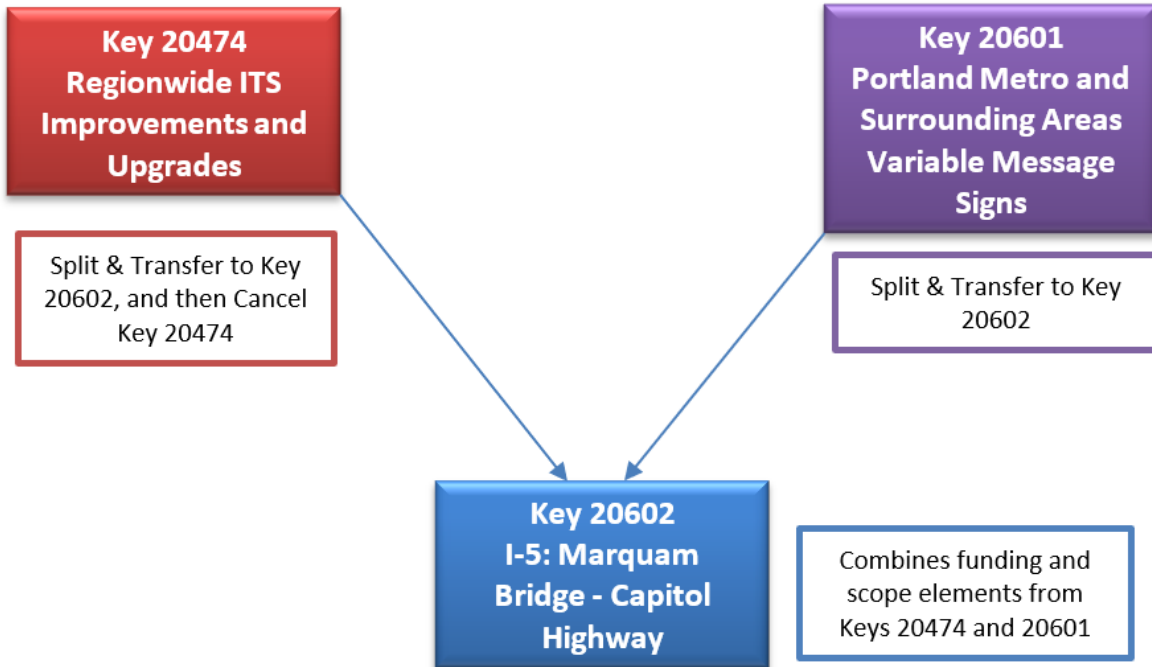
Moved: Jay Higgins

Seconded: Allison Boyd

ACTION: Motion passed with one abstention; Chris Ford

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 22-5299 (Ken Lobeck, Metro) A modification to the amendment bundle of projects was presented. The overview of the amendment included clean-ups involving scope adjustment, limit changes, combining, and a needed project conversion. Project Keys 21638 and 21614 were being removed from the amendment bundle leaving four remaining projects in the proposed amendment bundle.

Three ODOT Active Traffic Management (ATM) projects are being split up and re-combined for improvement delivery efficiency.



Note: ODOT's Active Traffic Management (ATM) program identifies where investments in real-time message signing, and other intelligent transportation systems will benefit highway operations. Core recommendations include variable speed signs, queue warning signs and traveler information signs at strategic locations to improve safety.

Completing the annual Metro-TriMet fund exchange Preventative Maintenance project conversion for TriMet is the fourth project in the amendment. This involves updating TriMet's project as part of annual Metro-TriMet Transit Oriented Development (TOD) fund exchange. Metro trades Surface Transportation Block Grant funds for Local funds from TriMet, Key 22164 acts as a TOD placeholder project until TriMet confirms how they wish to use the STBG, TriMet will use the STBG to support their annual Preventative Maintenance program, updating and advancing the Key 22164 to FFY 2023, with ODOT assigning a new Key number for the project.

Staff requested TPAC to provide JPACT an approval recommendation of Resolution 22-5299 consisting of additions or changes to 4 projects enabling federal reviews and fund obligations to then occur (and includes the removal of Keys 21638 and 21614).

Comments from the committee:

- Chris Deffebach asked for clarity with combining the two projects for funding toward the I-5: Marquam Bridge-Capitol Highway, if this would these two regionwide projects were cancelled

or only that stretch of I-5, or more a mechanic for contracting and delivery of the project. Mr. Lobeck noted his understanding was for increased project efficiency. The regionwide aspect is unchanged.

MOTION: Per staff request, TPAC to provide JPACT an approval recommendation of Resolution 22-5299 consisting of additions or changes to 4 projects enabling federal reviews and fund obligations to then occur (and includes the removal of Keys 21638 and 21614)

Moved: Chris Deffebach

Seconded: Don Odermott

ACTION: Motion passed unanimously.

Highway Infrastructure Program (HIP) Fund Exchange Resolution 22-52** (Ken Lobeck, Metro) Mr. Lobeck began the presentation with an overview of the Highway Infrastructure Program (HIP) Exchange and Supplemental Funding recommendations, Resolution 22-52**. High levels of inflation over the past few years have been a significant issue on the ability to successfully deliver transportation projects. Projects funded prior to these rising costs through the Regional Flexible Fund Allocation (RFFA) process based on budgets that anticipated inflation at more traditional historic levels, are now trying to execute construction contracts and facing these unprecedented cost increases.

Fortunately, a one-time allocation of federal funding through the Highway Improvement (HIP) funding program has made approximately \$3.85 million available for allocation to projects in the Metro area. This proposal will allocate these funds to local projects with existing RFFA funding that are ready to proceed to construction but that are facing funding shortfalls due to these recent, unexpected high levels of inflation. These allocations will help address the inflationary costs and keep the projects, and the region's funding obligation performance, delivered on schedule and as planned.

Recently, Oregon received a one-time allocation of Highway Infrastructure Program (HIP) funds. Metro, as one of Oregon's large MPOs, receives a sub-allocation of these funds. Total Metro allocation is \$3.85 million of federal HIP funds. It was noted that HIP funds:

- o Support roadway capital improvement projects
- o Primarily support construction phase activities
- o Have eligibility restrictions for their use
- o Include a shelf-life obligation condition that the funds must be obligated before the end of FFY 2023 (September 30, 2023).
- o Funds lapse after FFY 2023.

A fund swap was negotiated with ODOT for less restrictive federal funds to broaden eligibility of project types. Metro & ODOT developed a fund swap plan with conditions to exchange the HIP funds that still must be obligated by the end of FFY 2023, requested to be applied to a project's construction phase if possible, and define Metro's intent to commit the funds. This allocation approach will provide supplemental funding support to existing RFFA funded projects impacted by recent inflationary cost increases, consistent with existing RFFA Program Direction, fund projects throughout the region, and allows for partial support to address the funding shortfalls, but shortfalls still exist.

The staff allocation process and funding recommendations involved reviewed RFFA projects and candidate projects identified that met criteria with the biggest restriction the FFY 2023 deadline for obligation of funds. Seven projects recommended for supplemental funding to help offset inflationary cost increases:

- o Key 19276 - Clackamas County: Jennings Ave Ped/Bike, \$577,500
- o Key 19327 – Tigard: Fanno Creek Trail, \$695,605

- o Key 18758 Split – ODOT OR8 & Beaverton Canyon Rd project, \$325,948
- o Key 22197 – Washington County: Aloha Access Improvements, \$325,947
- o Key 20812 – Portland: Brentwood Darlington Ped/Bike Improvements, \$282,483
- o Key 20813 – Portland: NE Halsey St Ped/Bike/Transit Improvement, \$900,000
- o Key 17270 – Port of Portland: 40 Mile Loop Trail, \$742,517

Comments from the committee:

- Karen Buehrig asked if staff could describe the groups that worked to identify how these projects were selected. Mr. Lobeck noted Metro staff worked with ODOT for discussions on early options and conditions possible. Then local delivery liaisons were contacted. The selection of projects was based on time deadlines and conditions of what projects were achievable for construction in the time allowed. Mr. Leybold added this infusion of funds not only allowed us to obligate the additional HIP funds but get the project to obligate in total for the phase named. This helps projects stay on schedule, combatting inflation costs.
- Chris Deffebach appreciated the work and consideration with help on meeting construction costs to projects. Asked if this was the first time Metro had these types of funds come to an MPO, Mr. Leybold noted we had some of these funds in 2018 & 2019. Metro could have requested the funds for MPO planning activities, but the policy statement here was inflation has been a big problem, so we would like to get these out for help on projects. The entire allocation goes to existing RFFA projects.

MOTION: TPAC to provide JPACT an approval recommendation of Resolution 22-52XX to approve the proposed supplemental funding allocations to the seven identified projects.

Moved: Chris Deffebach

Seconded: Don Odermott

ACTION: Motion passed unanimously.

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

(Kim Ellis and Ted Leybold, Metro) The presentation began with a reminder of where the call for projects fall in the RTP timeline. The Call for Projects submission deadline has been extended from January 6 to February 17, 2023. The Public Review Draft of 2023 RTP Project and Program Priorities is now July 10 to Aug. 25.

It was noted that cities, counties, agencies and county coordinating committees build the draft RTP list for evaluation, review, and refinement. Projects fall into Near-term (2023 to 2030) constrained priorities, Long-term (2031 to 2045) constrained priorities, and additional priorities the region agrees to work together to advance (2031 to 2045) identified as strategic priorities. Capital costs targets set budgets based on draft revenue forecast and determine by how many projects may be submitted to match the budget.

All projects come from adopted plans, strategies or studies that had a public process with opportunities for public comment. Projects that are eligible in the Call for Projects are located on the designated regional system and within the MPA boundary, help achieve RTP vision, goals, targets and policies, and cost at least \$2 million or be bundled with like projects.

Mr. Leybold presented information on the capital project costs. Metro will inflate projects costs from 2016 dollars to 2023 dollars - 40% increase. Agencies will review project cost data and adjust as appropriate. The Call for Projects process includes updating and prioritizing projects in two time periods: 2023- 2030 or 2031-45 in the Year-of-expenditure project cost. Metro will provide guidance on inflation calculations. Total project costs must equal forecasted revenues.

Draft revenue forecast calculations were shown for local agencies, transit agencies, and ODOT. It was noted tolling revenues are not yet forecasted. The draft project list cost targets (capital projects) were presented (updated from Table 1, attachment 2 in the packet):

Draft RTP cost targets for capital projects, in millions of YOE dollars
(subject to refinement)

Agency/County coordinating committee	Constrained List Cost Target		Strategic List Cost Target	Total RTP List Cost Target
	2023-2030	2031-2045	2031-2045	2023-2045
	(millions, YOE dollars)	(millions, YOE dollars)	(millions, YOE dollars)	(millions, YOE dollars)
City of Portland	\$455.13	\$1,382.44	\$1,837.57	\$3,675.15
Clackamas County, Cities, & NCPRD	\$315.13	\$890.15	\$1,205.28	\$2,410.55
Multnomah County and Cities	\$135.82	\$391.05	\$526.86	\$1,053.72
Washington County, Cities & THPRD	\$1,416.89	\$3,681.73	\$5,098.62	\$10,197.24
Oregon Dept. of Transportation	\$0.000	\$0.000	\$0.000	\$0.000
TriMet & SMART (Transit Capital)	\$2,009.20	\$3,514.80	\$ TBD	\$3,514.80
Metro	\$87.00	\$259.80	\$0.00	\$346.80
Port of Portland	\$17.04	\$36.52	\$53.57	\$107.13

The draft revenue forecast and cost targets for ODOT are under development.

Comments from the committee:

- Mark Lear asked about the system analysis, when we might get to this, and if the system analysis shows we are not meeting goals, such as VMT, what would the process be after that.
- Chris Deffebach noted new and different revenue sources in budgets that may have implications in different ways with how calculations are being drafted. By not discounting revenues, as in the past, revenues appear bigger than before. It's important the public understands how this compares from 2018 forecasts to where we are now with the increasing needs of projects and rising costs. Mr. Leybold noted we were directed to calculate by this new method but are flexible to compare data between 2018 and today if not becoming too complicated.

It was asked if we are required to use current high inflation rates for the next 20 years. Mr. Leybold noted we are starting with the 40% bump that reflects the previous period of high inflation, then now projecting going back to 3% rate of inflation with a more normal historical pace. Jurisdictions and agencies can adjust their project costs as they would want to make budgets.

It was noted in the presentation Federal funding to local agencies by sub-region: \$2.2 billion total, was part of the draft revenue forecast. Were the Federal discretionary funds already taken from this amount, and where did the IJJA funds show, continuing over the next 5 years? Mr. Leybold noted we went from current levels, looked at the growth rate of revenues over 20 years, with our future growth rate expected to grow, but not at the rate we incurred with the IJJA. We do account for the Federal discretionary program and there is a huge increase from this from the IJJA. We assume this will be tampered down a bit after IJJA. But still have significant Federal discretionary revenue.

Not yet accounted for in the numbers were IJJA funds created for some discretionary programs that are more targeted toward certain projects. We will bring these into the plan that are more uniquely positioned to win awards for these funds. These are for the Interstate Bridge, Rose Quarter, Burnside Bridge and Capital Improvements Grants for rail and transit projects. Asked

if the committee would have the opportunity to review these funding assumptions, Mr. Leybold agreed to work on a future presentation for them.

- Karen Buehrig noted it was hard to provide useful input with just seeing the numbers. These are a culmination from all the jurisdictions that are still changing and would suggest a separate time to discuss to better understand the background on these numbers. Staff would consider how this could be arranged before the end of the meeting.
- Don Odermott noted the global system maps did not appear to be reflective of expansion areas in the County. There was concern that revenues will be spent on roads that are not showing up on older network maps. Ms. Ellis noted these maps are not project maps but designated with the regional system. Information obtained with jurisdictions on UGB have made significant changes, but if other jurisdictions have not submitted changes, Metro is asking for this information quickly so that evaluation and review is possible before the final plan is adopted.
- Tara O'Brien agreed on the need to clearly document the assumptions in the table and understand what the gaps are before this goes to JPACT. If heard correctly, matching the projects to revenue and things that come later; suggest this be explained more. TriMet projects are unique with large numbers. There is a challenge knowing where matches from local partners will come with TriMet large project funding to that delivery of large transit projects are possible. How this is included is included in the cost targets and revenue will need further discussion.

Mr. Leybold noted there is a need for the available Federal funding constrained cost targets on the transit capital projects to have regional work together with TriMet so that identification for local matches is known. This can be done within the subregions with coordinating committees. The process itself will help identify the match needed, and then go back and refine and identify how much Federal funding we can assume with the cost targets themselves. Ms. O'Brien noted that TriMet has been providing information to coordinating regional committees. It was confirmed that where some of the gaps may be worked out in the system analysis. Mr. Leybold agreed that we would assume funds for the larger projects not yet documented, and work with the agencies that are leading these projects to make available Federal funds where possible.

Ms. Ellis continued the presentation with information on policy framework for the 2023 RTP. Once the Call for Projects closes, Metro will complete an outcomes-based technical analysis of how the draft project list advances the RTP vision, goals and policies. This analysis consists of two phases. The first phase is a high-level assessment of the individual projects based on information provided in the Call for Projects and the project's location. The assessment will be used to show how individual projects, as well as the collective set of RTP projects, advance each of the five regional goals.

The second phase of the evaluation is a system analysis of how the RTP performs with respect to performance measures and targets that reflect RTP goals. This analysis will be used to assess how the overall package of projects advances regional goals and make progress towards the regional performance targets. This phase includes detailed equity and climate analyses that are required by the federal and state regulations that govern the RTP. March through April 2023, the RTP High-level Project list Assessment and System Analysis will be conducted.

Comments from the committee:

- Mark Lear noted that getting new requirements in May and having time for our elected to understand these complicated topics with changes in revenues and expenditures is challenging. It was suggested to have a revenue committee advise TPAC before TPAC acts. Agencies may be

in a position in April, when they have submitted projects, with reviews showing we are not meeting our goals, having equity feedback with impacts to projects and revenues, and then still having the requirement for Council to act without issues resolved is not advised. This will be a tight timeline and appreciate Metro setting the deadlines, but it's hard to calendar. We need more certainty on how all the projects and revenues fit to understand these complicated topics.

Ms. Ellis noted there is no revenue committee yet. It was encouraged to have agencies and jurisdictions communicate with their councils now to understand the implications of the work. Identifying the projects to meet the gas emissions reduction targets, where investments with these revenues are projected to meet the goals and priorities set in regional plans is both near-term but long-term. Metro acknowledges we are not totally on track with targets, and understand folks are not comfortable making an endorsement in the time of deadlines without confirmed data so the timeline was extended to May. What comes in February could be draft form, with Metro feedback and preliminary public comments in April leading to better refinement and prioritization.

- Chris Ford noted concern on the call for projects so late in the process. It was noted the last 8 months spent going through new policy areas when more time is needed to have regional priorities identified with strategies for investments. Concerns with Table 2 was also noted. Ms. Ellis that the last 5 months have been spent updating the vision and goals to support this work. All the jurisdictions have done good planning work with their TSPs leading into this process. This is the direction JPACT and Metro Council approved for the workplan.
- Mark Lear noted that the intention is not to throw out all the good work done with the TSPs, but this is a big process with impacts across the region and want the process to be as meaningful as possible. This is a bit like a triage exercise with limited resources within the timelines we have without throwing out past work. The evaluations, feedback and public comments will help provide refinement strategies moving forward.
- Karen Buehrig asked how the mobility policy review was being integrated into the Call for Projects. A suggestion was made to call out this item on the TPAC work program so there is time and space to talk about this policy and learn through the RTP assessment. Ms. Ellis noted these are integrated in Chapter 3 of the RTP which will be presented in March. In addition to the mobility policies, draft policies from HCT strategies and pricing policies will be drafted as a single policy. A second review with mobility is planned in the system analysis where we will be reporting out how the system is meeting target measures. The third area not yet in the work program is additional work around mobility in the needs assessment.

Comments were shared on Table 2 Measuring progress towards RTP goals. Under high level project assessment with equitable transportation, it asks "Is the project in an investment category that underserved people identified as a priority through RTP community engagement (transit, bike and pedestrian)?" The links to these notes were from meetings that seemed to include vehicle transportation in modes of travel as part of the benefit to marginalized communities.

Under thriving economy, it asks "Is the project located in an area that offers higher-than-average access to destinations?" This seemed backward because what we are trying to do with these investments is improve access, not just have more access that already have access. It was recommended that we use "job activity" instead of "job access" that will provide projects related to the economy is providing access to places that have job activity.

A question was asked about public engagement and required rules that apply to the development of TSPs, starting in January. Have any projects going into the RTP gone through this process? Ms. Ellis noted this is not directed for the process but pointing to those new requirements being developed to updates to TSPs. Our public engagement forums relied on these same rules with documentation in the past as part of equitable engagement and consistent with RTP policies. Boxes on forms are not required, but project information from projects from public engagements is helpful for findings before they come into the RTP.

- Chris Deffebach noted that on the outcomes-based technical analysis slide of the presentation, the High-level project list assessments and system analysis were included in discussions with coordinating committees with other factors identified for considerations. However, no modeling has been done with tolling, SW Corridor, TriMet expansion of services and VMT per capita among others. Ms. Ellis agreed that new findings from the assessments and modeling will help us move forward, and likely larger projects will lead as consequential ones affecting our ability to meet VMT and mobility targets. But smaller projects are helping us achieve targets and move forward as well.

Regarding Table 2, Measuring progress towards RTP goals, under Equitable Transportation for high level project assessment, the question reads “Is the project in an investment category that underserved people identified as a priority through RTP community engagement (transit, bike and pedestrian)?” It was suggested to add “or other local community engagement”, which recognizes the input from working with many community organizations on their priorities.

Agreement was noted on the high-level project assessment under safe system that asked is the project identified as safety project identified as a safety project through a state or local process. And under mobility options, “Does the project include ADA pedestrian-, bicycle- or transit supportive design elements?”

Table 3: High-level project assessment methods and data sources notes the Economic Value Atlas, as a data source showing access to all jobs across all modes and times of day. Some changes to this are recommended that are similar to those in equity and include more current conditions and growth from land development and housing. It was noted that with so many new housing units in Washington County, there are projects listed that support getting to and from areas, but no box to check to show these projects showing value in the system.

- Don Odermott agreed with the addition to include vehicle transportation in modes of travel as part of the benefit to marginalized communities. It was noted that the definition of equity focus areas have been excluded for decision that impact their access to transportation. It was noted we have projects in industrial growth areas and projects serving access to critical family wage jobs in 2040 centers, but both without housing. We are struggling to use objective measures to evaluate things that are similar to access in equitable transportation. Benefits are not being shown in projects that match housing to jobs.

New developments and not necessarily building a new network but extending the network where sidewalks and safety areas affect access and complete streets. Access to transit mode choices is being discussed, but the structure of the boxes to check in filling in these gaps in our system are not there. It was noted that with scoring evaluations from local projects, Metro refers back information to the communities that submit them for further input and understanding of the evaluations and scores. The rules coming from the CFEC will impact new growth areas and local access needs. They should reflect the equitable voices for communities.

- Chris Ford appreciated the changes made but suggested further discussion time was needed on the measures. There was concern on why we need project high level assessments that appear easy to measure but not report on them quantitatively. There are lots of focus on investment categories but concern that many projects are multi-faceted and layered between project investments. The system analysis column is good, but there is no measure for resilience in the system analysis.

Equity project assessment measures appear to miss the mark. The intent is trying to invest in projects that make things better for communities that are underserved, but more is needed to show quantitative measurements. There is concern on using VMT as a measure on a system level. It was felt this is more about travel time costs relating to building a mobility network.

Ms. Ellis presented updated key dates in the process, noting the change from May 1 to May 24 in Deadline #2 Nominating agencies submit letters of endorsement from governing bodies (if not already submitted) and final project list changes in the Project Hub based on feedback and analysis. A draft motion was shown for TPAC consideration.

Chair Kloster noted options moving forward. Bringing this forward to the next TPAC meeting in January was not advised due to the TPAC work program already full. Scheduling a workshop, the next week to continue discussions on getting a recommendation to JPACT was possible.

Comments from the committee:

- Chris Deffebach that quite a few revisions and rewordings have been suggested. Why approve any of the cost targets if we don't have them all? Would a week be long enough for revisions to be reviewed with a meeting next week?
- Don Odermott noted recognizing all four Attachments are Draft, could we not re-phrase the motion to be moving forward the DRAFT policy framework and DRAFT project list cost targets. Seems it would allow us time to address the comments heard today.
- Karen Buehrig noted the motion was asking for several parts. Attachment 1, Call for Projects Framework could be agreed to forward to JPACT. Attachment 2, Draft Revenue Forecast and Project List Cost Targets could have large DRAFT watermark placed over Table 1 to show these numbers are not finalized, and Attachment 2 & 3 are still being developed. Did JPACT need to approve attachment 3 & 4? Ms. Ellis noted we want JPACT to recommend moving forward with the process even if the draft revenue and cost targets are not finalized. This information was provided to the committee know this is draft only. There will be opportunities for further feedback as the process is refined.
- Mark Lear was concerned with the revenue project targets, and without being to explain the assumptions at this time, would abstain from the vote. If keeping the process moving forward, a separate meeting to talk about these assumptions in the revenue forecast would be doable.
- Allison Boyd had concerns about getting the cost target numbers figured out before they go to JPACT. A split on attachment recommendations was suggested with JPACT able to vote on the Call for Projects this month and actual final cost targets coming to them in January.
- Chris Ford agreed on the idea of a split resolution vote.
- Chris Deffebach supported Attachment 1 and supporting Attachment 2 but leaving off Table 1 to give more time to discuss the revenue assumptions and tweaking some of the revenue analysis. Chair Kloster suggested an idea for a recommendation that JPACT could move forward with the call for projects framework approval, and direct staff and TPAC to continue to develop cost targets. A January TPAC workshop could continue these discussions.

- Tara O'Brien noted JPACT would want to hear about cost assumptions for the project list cost targets even if not advancing the table at this time. Further discussions would allow us to check through what was heard today, what the gaps are and key questions to be figured out. There are still questions on tolling revenue and how they fit, as well as other federal revenue discretionary funds which are or not included in the cost targets. TriMet will continue to work with partners on developing project list cost targets with time and clear documentation.
- Mark Lear noted some of the reasons these issues have not been resolved yet is because they are hard and difficult between agencies with technical questions with concerns on forecast assumptions and the need to be informed fully.

Discussion was held on scheduling a TPAC workshop the following week to discuss revenue assumptions. A poll would be taken of TPAC members to find a date/time for this workshop. A draft motion was presented in chat by Chair Kloster for the committee to consider:

Recommend approval of the RTP Call for Projects policy framework and direct staff to work with TPAC to fully develop the technical and financial assumptions needed to complete this work.

Following further discussion held on the motion and presentation of the recommendation to JPACT, noting TPAC would continue work on the revenue forecasts with ODOT input when available, with staff reporting back to JPACT on the technical reviews of the draft updates following meetings in December:

MOTION: Recommendation to JPACT acceptance of the RTP Call for Projects policy framework and direct staff to work with TPAC to fully develop the technical and financial assumptions needed to complete this work.

Moved: Karen Buehrig

Seconded: Jay Higgins

ACTION: Motion passed unanimously.

Cascadia Corridor Ultra High Speed Ground Transportation: Overview and Update (Ally Holmqvist, Metro, Jennifer Sellers, ODOT, Jason Beloso, WSDOT) Because of time limitations, a brief overview of the Cascadia Corridor Ultra-High-Speed Ground Transportation Project was presented. JPACT and Metro Council will be presented with this information in December, and the Cascadia Corridor UHSGT project will be presented again to TPAC in January.

The Cascadia Corridor is one of eleven corridors identified by United States Department of Transportation (US DOT) Federal Railroad Administration (FRA) for potential high-speed rail investments to better connect communities across America. The Washington State Legislature allocated \$4 million, along with financial contributions from British Columbia, for WSDOT to lead a coordinated effort to commence the work envisioned by the MOU and develop an expanded framework for future work.

The Federal Railroad Administration (FRA) established a new Corridor Identification and Development (CID) Program for the purpose of creating a pipeline of funding-ready new or improved intercity passenger rail projects for investment through President Biden's Bipartisan Infrastructure Law. Washington State allocated \$50 million to be used as matching funds for a grant application, as well as an additional \$100 million to leverage federal funding opportunities over the next six years. In coordination with the partner committees, WSDOT and ODOT submitted a joint Expression of Interest for the program for a new ultra-high speed ground transportation system combined with substantial improvements and continued support for Amtrak Cascades service that work in tandem for an integrated Cascadia Corridor this August. The program team is working on developing a formal proposal to fund program initiation for submission late this year.

Late this year or early next year, Metro Council will be asked to consider signing a letter of support for the Cascadia Corridor UHSGT Corridor ID proposal. Further engagement with Metro committees is planned. The presentation on this agenda item were not shown but added to the meeting packet.

Committee comments on creating a safe space at TPAC (Chair Kloster) – None received

Adjournment

There being no further business, meeting was adjourned by Chair Kloster at 12:08 p.m.

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, December 2, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	12/2/2022	12/2/2022 TPAC Agenda	120222T-01
2	2023 TPAC Work Program	11/23/2022	2023 TPAC Work Program as of 11/23/2022	120222T-02
3	Memo	11/21/2022	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (during early to mid-November 2022)	120222T-03
4	Memo	11/23/2022	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Administrative amendments to the 2022-23 Unified Planning Work Program (UPWP)	120222T-04
5	Fact Sheet	11/15/2022	2023 Regional Transportation Plan Update - Equity	120222T-05
6	Fact Sheet	11/15/2022	2023 Regional Transportation Plan Update – Mobility and Climate	120222T-06
7	Fact Sheet	11/15/2022	2023 Regional Transportation Plan Update - Safety	120222T-07
8	Draft Minutes	11/04/2022	Draft minutes from November 4, 2022 TPAC meeting	120222T-08
9	RESOLUTION NO. 22-5299	N/A	Resolution 22-5299 FOR THE PURPOSE OF AMENDING SIX EXISTING PROJECTS TO ENABLE PENDING FEDERAL APPROVAL STEPS AND PHASE OBLIGATIONS TO OCCUR	120222T-09
10	Exhibit A	N/A	Exhibit A to Resolution 22-5299	120222T-10
11	Staff Report Memo	11/22/2022	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: December FFY 2023 MTIP Formal Amendment & Resolution 22-5299 Approval Request	120222T-11
12	RESOLUTION NO. 22-52XX	N/A	Resolution 22-52XX FOR THE PURPOSE OF COMPLETING A HIP FUND EXCHANGE WITH ODOT FOR LESS RESTRICTIVE FEDERAL FUNDS ALLOWING THEM TO BE APPLIED AS SUPPLEMENTAL FUNDING SUPPORT TO SEVEN METRO REGIONAL FLEXIBLE FUND ALLOCATION FUNDED PROJECTS TO HELP OFFSET INFLATION COST INCREASE IMPACTS	120222T-12
13	Staff Report Memo	11/23/2022	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: Highway Infrastructure Program (HIP) Exchange and Supplemental Funding Recommendations	120222T-13

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
14	Memo	11/23/2022	TO: TPAC and Interested Parties From: Kim Ellis, RTP Project Manager RE: Policy Framework and Draft Revenue Forecast for the 2023 RTP Call for Projects – RECOMMENDATION TO JPACT REQUESTED	120222T-14
15	Attachment 1	11/23/2022	Attachment 1. DRAFT Policy Framework for the 2023 Regional Transportation Plan Call for Projects	120222T-15
16	Attachment 2	11/23/2022	Attachment 2. Draft Revenue Forecast and Project List Cost Targets for the 2023 Regional Transportation Plan Call for Projects	120222T-16
17	Attachment 3	11/23/2022	Attachment 3: Process and Approach for the 2023 Regional Transportation Plan Call for Projects	120222T-17
18	Attachment 4	November 2022	Attachment 4: Draft 2023 RTP Project Submission Guide	120222T-18
19	Memo	11/23/2022	TO: TPAC and interested parties From: Ally Holmqvist, Metro; Jennifer Sellers, ODOT; Jason Beloso, WSDOT RE: Cascadia Corridor Ultra-High-Speed Ground Transportation: Program Initiation Overview	120222T-19
20	Attachment 1	11/16/2021	Attachment 1: Cascadia Corridor UHSGT Washington – British Columbia – Oregon MOU	120222T-20
21	Attachment 2	11/21/2022	Attachment 2: 2022 UHSGT Policy and Technical Committee Meetings – DRAFT SCHEDULE	120222T-21
22	Attachment 3	N/A	Attachment 3: Interim UHSGT Policy and Technical Committee Charter	120222T-22
23	Attachment 4	8/1/2022	Attachment 4: Cascadia Corridor UHSGT Corridor ID WSDOT/ODOT Joint Expression of Interest	120222T-23
24	Slide	12/2/2022	Monthly fatal traffic crash report for Clackamas, Multnomah and Washington counties	120222T-24
25	Presentation	12/2/2022	December FFY 2023 Formal MTIP Amendment Resolution 22-5299	120222T-25
26	Presentation	12/2/2022	HIP Exchange and Funding Recommendations Resolution 22-52XX	120222T-26
27	Presentation	12/2/2022	2023 RTP Call for Projects	120222T-27
28	Presentation	12/2/2022	Cascadia Ultra-High-Speed Ground Transportation	120222T-28