

# Meeting minutes



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: **Transportation Policy Alternatives Committee (TPAC)**

Date/time: Friday December 1, 2023 | 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  
Dyami Valentine  
Judith Perez Keniston  
Jaimie Lorenzini  
Jay Higgins  
Mike McCarthy  
Tara O'Brien  
Chris Ford  
Gerik Kransky  
Laurie Lebowsky-Young  
Bill Beamer  
Sarah Iannarone  
Indi Namkoong  
Ashley Bryers  
Katherine Kelly

## **Affiliate**

Metro  
Clackamas County  
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 Tualatin and Cities of Washington County  
TriMet  
Oregon Department of Transportation  
Oregon Department of Environmental Quality  
Washington State Department of Transportation  
Community member at large  
The Steet Trust  
Verde  
Federal Highway Administration  
City of Vancouver

## **Alternates Attending**

Kristin Hull  
Dayna Webb  
Will Farley  
Gregg Snyder  
Glen Bolen

## **Affiliate**

City of Portland  
City of Oregon City and Cities of Clackamas County  
City of Lake Oswego and Cities of Clackamas County  
City of Hillsboro and Cities of Washington County  
Oregon Department of Transportation

## **Members Excused**

Eric Hesse  
Lewis Lem  
Danielle Maillard  
Jasia Mosley  
Steve Gallup  
Shawn M. Donaghy  
Ned Conroy

## **Affiliate**

City of Portland  
Port of Portland  
Oregon Walks  
Community member at large  
Clark County  
C-Tran System  
Federal Transit Administration

## **Guests Attending**

Adrienne DeDona  
Bryan Graveline  
Cody Field

## **Affiliate**

JLA  
Portland Bureau of Transportation  
City of Tualatin

---

Dakota Meyer  
Jason Beloso  
Jean Senechal Biggs  
Jeff Owen  
Jessica Engelmann  
Mat Dolata  
Max Nonnamaker  
Nick Fortey  
Tim Lynch  
Tracy Lunsford  
Vanessa Vissar

City of Troutdale  
Washington State Dept. of Transportation  
City of Beaverton  
HRD  
City of Beaverton  
City of Hillsboro  
Multnomah County Health Department  
Federal Highway Administration  
Multnomah County  
Parametrix  
Oregon Department of Transportation

### **Metro Staff Attending**

Ally Holmqvist, Andre Lightsey-Walker, Andrea Pastor, Caleb Winter, Eliot Rose, Grace Cho, Jake Lovell, John Mermin, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Matt Bihn, Matthew Hampton, Monica Krueger, Ted Leybold, Thaya Patton, Tom Kloster.

### **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.

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

- Sarah Iannarone reminded the committee on upcoming meetings hosted by the Oregon state legislature special subcommittee on tolling. For interest in the pricing on highways implemented and done right it was encouraged to participate. One meeting was the following morning at PCC Cascades with regard to the Rose Quarter Project and how we might price that right of way. In the afternoon the I-205 tolling project will take testimony at PCC eastside. I really hope that people let the lawmakers at the state level know how we feel about this.

It was noted the weekend meetings allow the public the opportunity to meet with the lawmakers, and with the Governor's pause on tolling earlier based on concerns that peoples' voices weren't being heard. I think it's important that we get a wide range of voices into these conversations about what we desire rather than just not pricing the system. I think we can encourage pricing on the system that really helps us meet our goals of reducing demand on the highways, even as we invest in safety and transportation options for our local communities that than thinking it's an either-or proposition.

Asked by Chris Ford about chairing a new committee, Ms. Iannarone noted HB2973 created a jurisdictional transfer advisory committee at the state level, and I was appointed chair. Kevin Teeter from Beaverton will be the co-chair. The committee has a broad group of people working on this. We'll be heading into the work in the next couple of years and getting recommendations to the joint transportation committee as well as prioritizing jurisdictional transfers each biennium.

<https://docs.google.com/document/d/1wE0sBeUkhHtKAPlwml3zsFE1rRz9o6ZvCYFG-WK1EzY/edit>  
<https://olis.oregonlegislature.gov/liz/2023R1/Downloads/MeasureDocument/HB2793>

Notable elements of HB2793 shared by Chris Ford:

- The Jurisdictional Transfer Advisory Committee is established within the Department of Transportation. The committee consists of 11 members appointed by the Governor...
- The committee will review applications for JTs and develop a list of 3 to recommend for

funding. Report is due by Sept 15 of even numbered years

- ODOT will adopt rules specifying the application process
  - Applicants need to provide at least 20% of cost and submit a community vision plan for managing and improving the highway
  - There's a list of factors the committee needs to take into account, like maintenance conditions, community effects, safety, etc
- Tara O'Brien announced this weekend TriMet is launching our 18<sup>th</sup> frequent service bus line, upgrading the line 48 Cornell to frequent service. Washington County folks are excited about this since it's been on their list for a while. TriMet continues to implement Forward Together and improve service across the region.
  - Chris Ford announced the Region 1 Transportation Commission meeting on the coming Monday. The agenda and materials have been placed on the website. R1ACT website: <https://www.oregon.gov/odot/Get-Involved/ACT/R1ACT-12042023-agenda.pdf>  
Included on the agenda is an update on the Interstate Bridge Project. Another item is a presentation on the ODOT revenue forecast with David Porter from the State Economist office. There will also be conversation on the 23-25 ACT work plan.
  - **Monthly MTIP Amendments Update** (Ken Lobeck) Reference to the memo in the packet was made on the monthly submitted MTIP formal amendments submitted during November 2023. Questions on the memo can be directed to Mr. Lobeck.
  - **Fatal crashes update** (Lake McTighe) The monthly fatal traffic crash report for Clackamas, Multnomah and Washington Counties was given. It was noted this was the first month names from Vancouver have been included to reflect the region. The names read acknowledge the traffic deaths in the region. The information presented to TPAC last month with Safe Streets for All report will begin to take a deeper dive into traffic safety over the next year with the Safe Streets for All grant with regional partners. It was encouraged to connect with JPACT and share your thoughts with them on where to prioritize efforts on safety.
  - **Administrative amendment to 2023-24 UPWP to increase budget for Climate Smart Implementation program** (Chair Kloster) The memo in the packet from John Mermin describes the budget amendment that brings new funding and capacity to our climate program. This week we heard the new Federal climate target requirements for MPOs. This expanded work would enhance planned (1) monitoring the progress of Climate Smart, (2) coordinating with Metro Research and State of Oregon data partners to improve regional climate data, (3) tracking and evaluation of the effectiveness of the CRP funding investments for GHG benefits and (4) ongoing and expanded communication with local partners on Climate Smart implementation. Questions on this can be directed to John Mermin.  
[https://www.fhwa.dot.gov/environment/ghg\\_measure/](https://www.fhwa.dot.gov/environment/ghg_measure/)

Chris Ford added around the GHG rule impacts. The rule was only finalized two days ago, on 11/29, so ODOT staff are just starting to look through it. It will add GHG to the state/MPO target setting/reporting, adding to other Transportation Performance Management (TPM) measures. [TPM was initially established with the 2012 federal transportation bill.] GHG targets need to be declining, and coordination with MPOs will be part of our activities.

- **Cascadia Ultra-High-Speed Rail FRA Grant Award** (Ally Holmqvist, Metro/Jason Beloso, WSDOT/Vanessa Vissar, ODOT) Since the last presentation to the committee grants have been submitted for funding on the project. WSDOT submitted applications for \$198 million of federal funding through two FRA grant programs (Federal-State Partnership [FSP] Program, Corridor ID [CID] Program).

Going forward, FRA will use the CID Program as the primary means for guiding financial support and technical assistance towards efforts to establish new intercity passenger rail corridors or improve existing services. Projects that are identified and fully developed through the program will benefit from a selection preference for future FSP (non-NEC) funding opportunities.

The Federal State Partnership Program is a federal funding program established to fund capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including initial planning and development costs. The FY22 FSP Program (FSP National) provides funding for projects located outside the Northeast Corridor (NEC). Awards are anticipated to be announced late this year and will be reported on at TPAC early next year.

- **2024 Meeting and Workshop Schedule** (Chair Kloster) It was noted the 2024 TPAC meeting schedule was included in the packet, with monthly committee meetings and five workshops listed, if needed. A survey will be sent to the committee to ask interest in occasional hybrid meetings that offer in-person options. Included in the survey will be further DEI training and/or TPAC book club.
- **Updated December 8 Deadline for Federal Aid Urban Boundary Comments** (Chair Kloster) Metro has heard from the consultant doing the Federal Aid Urban Boundary (FAUB) update. The link where cities and counties comment directly on the census driven boundaries that define our federal planning areas as shared: <https://experience.arcgis.com/experience/a7c266e96058473d9e8423c7789f66e7> The deadline to provide comments has been moved up to December 8. Questions can be directed to Glen Bolen, ODOT.

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

**Consideration of TPAC Minutes from November 3, 2023**

Minutes from TPAC November 3, 2023 were approved unanimously with no abstentions.

**Metro Transportation Improvement Program (MTIP) Formal Amendment Resolution 23-5372**

**Recommendation to JPACT (action item)** (Ken Lobeck) The amendment bundle was described that contained a total of nineteen projects. Fifteen projects are new MTIP submissions with four existing projects being amended for various reasons. The four existing projects being amended include four ODOT projects. Two are being canceled. One cancellation represents a technical correction to complete a fund shift of the project funds to another project. The second cancellation results from a re-purposing of the project funds for other ODOT priorities. The remaining two project changes involve phase cancellations and limits updates.

Fifteen new federally funded projects are being added through this amendment. The fundings



The PCAP will be an action-driven plan that reviews potential projects and highlights those that best align with EPA's implementation funding criteria. It will focus on projects that are focused on reducing GHGs, can reduce GHG emissions within 5 years, are documented in existing plans, are detailed enough for us to understand potential GHG reductions, costs, and work plans, can be led by public agencies, and have a clear lead applicant with the capacity to develop an application.

Comments from the committee:

Kristin Hull asked when you say reduce GHG emissions within five years what methodologies and how defined are needed to define GHG reduction in five years? One of the things we're struggling with is for transportation projects that we know contribute to GHG reductions, with on a large scale as you put them together it starts to tackle the 40% of HGH from transportation. On the individual scale it can be very hard to demonstrate a reduction, particularly in a 5-year time horizon. Is this a hard criterion, or documentation with methodology associated with it? Or is it generally more aspirational criteria?

Mr. Rose noted EPA has not specified a methodology for us to use in quantifying these projects. They provided a lot of resources, but the resources that they prioritize is emphasized as transportation projects. There is no orthodox or one right way to quantify them. And so, I've asked our consulting team to kind of work backwards and start with the actions that we think we should be pursuing based on a high-level screening. And they recommend methodologies that we think are best suited to capture the benefits of different strategies.

Gerik Kransky noted one example of an emissions quantification tool that some agencies are using in this context is the EPA's Diesel Emissions Quantifier:

<https://cfpub.epa.gov/quantifier/index.cfm?action=main.home>

This is only relevant for transportation projects that address vehicles directly, not transportation infrastructure. EPA has produced some additional guidance on this topic, here:

<https://www.epa.gov/state-and-local-transportation/estimating-emission-reductions-travel-efficiency-strategies>

One final EPA tool related to quantifying emissions impact of state and local climate actions, in response to Kristin's question: <https://www.epa.gov/statelocalenergy/quantified-climate-action-measures-directory>

A link to the USDOT climate rule press release was shared:

<https://highways.dot.gov/newsroom/biden-harris-administration-finalizes-greenhouse-gas-emissions-reduction-tool-moves>

Sarah Iannarone asked are things like dashboards and other data tools part of the eligible projects. Or is it only harder infrastructure type things? Can we do tracking projects as well? Mr. Rose noted the funding opportunity lists are what we're dealing with. Like a lot of federal documents, they are rather vague and agencies will want to allow themselves some latitude and flexibility in how they interpret applications. My read on the information is no. But even if we were able to demonstrate some potential reductions from some sort of data dashboard it's important to keep in mind that these are competitive grants.

We need to think about what's going to be the most competitive projects for our region to pursue. In the next round of grants, we are looking across a broader set of ideas with the things that have

been the cornerstones of our climate strategies. It was noted that data information with evaluations are beneficial and possible opportunities with projects as they come forward. The CCAP is also a place where some of these ideas can be developed with more time and integrated with strategies across the region.

The presentation resumed with the evaluation criteria EPA is looking for in the notice of funding opportunity (NOFO):

- Significantly reduce GHG emissions in a cost-effective manner (60 points)
- Have a clear, well-thought-out work plan (45)
- Have reasonable, well-documented budgets (45)
- Benefit people living in federally designated Low Income and Disadvantaged communities (35)
- Have a sound plan to track implementation and performance (30)
- Are led by agencies with a track record of successfully managing EPA grants (30)
- Provide quality jobs (5)

The PCAP 5-month timeline was presented. The importance of coordination was noted. In addition to the Portland-Vancouver region, Oregon, Washington, and the Affiliated Tribes of Northwest Indians, have received planning grants. Any projects identified in these PCAPs are also eligible for implementation grants. The initial screening criteria of projects was presented:

- Readiness: is information available?
- GHG reductions: likelihood of significant GHG reductions within 5 years
- Local agency authority: authority, resources and experience to lead implementation
- Scalability: can it benefit multiple agencies or communities within the MSA?
- Co-Benefits: especially with respect to equity

Priority action categories were described:

*Support EV transition through charging infrastructure*

*Make transit convenient, frequent, accessible and affordable*

*Make biking, walking and active transportation safe and convenient*

*Use technology to actively manage the transportation system*

*Improve building energy efficiency*

*And Other categories not related to transportation / land use*

Next steps with the program were described.

Comments from the committee:

Gregg Snyder asked how does the TriMet electrification play into this grant? Is this being seen by TriMet as one of the kinds of main areas where we could electrify the fleet, or is this something that's different?

Tara O'Brien noted the Clean Corridors Plan that had been out for public comment, which helps us prioritize where we're planning to deploy zero emission buses.

<https://trimet.org/bettertransit/pdf/Clean-Corridors-Plan.pdf> That's something we're definitely looking at as a guide as we're evaluating the best options for this grant, to put forward ourselves or with partners for the best way to fund the zero emission fleet transition. This can clearly quantify the emissions reduction benefits and actual GHG reduction impacts, as well as the air quality and equity perspectives. We are looking at this holistically to meet our existing needs, free up funds elsewhere, find opportunities to make transit priority investments that could lead to additional GH VMT reductions.

It was noted it's really a challenge to seek a one-time capital funds grant for operations. So seeking funds for service through this grant opportunity would be a challenge because we would need to have another funding source to continue to fund that afterwards. We look forward to working with the new JPACT subcommittee to identify funds for ongoing ONM.

Mike McCarthy requested the presentation and any extra notes on the Clean Corridors Plan or others be forwarded to the committee. Mr. Rose confirmed this would be done. Chair Koster added the *FHWA National Performance Management Measures Assessing Performance of the NHS, GHG Measure* AMPO General Analysis would be forwarded to the committee as well.

Dyami Valentine strongly encouraged us to think at a regional level on this. And I think Metro taking the lead and submitting an application on behalf of the region for a number of factors, not just in terms of the number awards that EPA anticipates but for making the most compelling and competitive application with the ability to demonstrate and monitor the level of impacts of various strategies. Having collaborative partnerships and understanding the kind of resource, intensive demand and time and preparation of an application. I effectively see the PACP that you're developing now, helping prepare that application because I think it will be a challenge to pull something together within the timeframe.

To that end, I would look to the way that the Statewide Transportation Improvement Fund program is administered as a good example of a potential approach to administering a program, which has TriMet effectively developing the plan on a biannual basis that is submitted to the state to receive funds that includes projects by each subrecipient, and those funds essentially would be distributed based on those eligible projects that would be reflected in the PCAP.

Gerik Kransky noted the transportation strategy section at DEQ are working on the statewide application as well. Thinking about the implementation considerations if awarded funding, how much analysis has Metro and their consultants done around the vehicle charging infrastructure proposal. We have run into a few barriers with the Build America Buy America requirements associated with the sourcing of steel, and increasingly the sourcing of cable housings and composites. Do you have any clarity on this, or if your consultants might be able to look into Build America Buy America compliance for charging infrastructure. Mr. Rose noted this is a key portion of this grant and it's very challenging to navigate for certain types of projects. It's a little ahead of where we are at the detail level right now but I think it's definitely an important downstream consideration as we get more specific with these actions.

Mr. Kransky added current DEQ charging program that may offer an opportunity for collaboration in a CPRG application for zero emissions medium and heavy-duty fleets and transit providers:

<https://www.oregon.gov/deq/air/programs/Pages/OZEF.aspx>

Allison Boyd noted knowing the quick turnaround may be difficult, but I think it would be great if we could work on a regional ask like Mr. Valentine noted. Doing something where we can bundle projects across the region for transportation. At the smaller, local scale a lot of projects may not meet those criteria. But if we look at how we could bundle projects like active transportation with things like the Better Bus program and things that can be pulled together it would help us form a great way to start working towards these climate goals discussed in the RTP. Are you planning to bring this to JPACT soon? Mr. Rose noted this is the technical work right now and once we have a more detailed list of recommendations and strategies we'll have a clear plan to present to JPACT on



how they can best support the advancement of those strategies.

Karen Buehrig supported the idea of doing a sort of regional type of application, knowing it's complicated. When looking at the information they are looking for innovative ideas and I'm thinking how we can improve transit ridership and if there's a way we can bundle both clean transit with access to transit, and perhaps the idea is that in each of our regions, improving transit will need a different type of action. In Clackamas County we really need to be able to have sidewalks so people can get to transit. That in itself isn't going to be a compelling ask, but perhaps if it's bundled with a broader ask in something like investing in electrification of the transit system in certain corridors and being able to have a regionwide investment of these other asks, that might be more interesting. I'd be interested in knowing how we can continue to engage in a sort of regional ask, due to the quick deadline and participation development on this.

**2023 Regional Transportation Plan Adoption Next Steps** (Kim Ellis, Metro) A report following the adoption of the Regional Transportation Plan was provided. It was noted it sets the course for moving the region safely, reliably and affordably for decades to come, establishes priorities for federal, state and regional funding, and resets clock – next update due by Nov. 30, 2028. The result is an updated plan and high-capacity transit strategy. Public review draft documents and technical analysis will be updated to reflected specific changes adopted by JPACT and the Metro Council and published in Spring 2024.

Future work, investments and collaboration planning activities were reviewed. Steps ahead include:

- Email notice of adoption to RTP interested parties list
- Submit notice of adoption to DLCD
- Update public review draft document and technical analysis to reflect specific changes adopted in Exhibit C (Part 1 and Part 2) to Ordinance No. 23-1496
- Begin discussion of 2024 JPACT Work Program at December JPACT meeting
- Develop more detailed schedules and work plans for Metro planning activities

Jaimie Lorenzini noted at the JPACT meeting there were some comments about an elevated MTAC process for toll projects, and that would be coming to JPACT. Can you explain that? Ted Leybold noted we have the MTIP program presented at TPAC, JPACT and Metro Council. Our initial challenge to operationalize how to adjust consideration of the MTIP bringing projects to MTAC based on general policy direction. We'll represent a new level of defining what was agreed to and what information will be provided in the MTIP amendment process, to inform that decision based on the direction that we're receiving. There is some operational work for the MTIP staff to work on and provide back. You'll be hearing more about this in the coming months.

### **Adjournment**

There being no further business, meeting was adjourned by Chair Kloster at 11:00 a.m.

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, December 1, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	12/1/2023	12/1/2023 TPAC Agenda	120123T-01
2	2024 TPAC Work Program	11/22/2023	2024 TPAC Work Program as of 11/22/2023	120123T-02
3	Memo	11/21/2023	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments during November 2023	120123T-03
4	Memo	11/22/2023	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Administrative amendment to the 2023-24 Unified Planning Work Program (UPWP)	120123T-04
5	Memo	11/16/2023	TO: TPAC and interested parties, From: Marie Miller, Metro RE: 2024 Transportation Policy Alternatives Committee (TPAC) Meeting Schedule	120123T-05
6	Draft Minutes	11/03/2023	Draft minutes from TPAC 11/03/2023 meeting	120123T-06
7	RESOLUTION NO. 23-5372	N/A	RESOLUTION NO. 23-5372 FOR THE PURPOSE OF ADDING TO THE MTIP FIFTEEN NEW PROJECT AWARDS PLUS AMENDING AND CANCELING FOUR ODOT PROJECTS TO MEET FEDERAL DELIVERY REQUIREMENTS	120123T-07
8	Exhibit A to Resolution 23-5372	N/A	Exhibit A to Resolution 23-5372	120123T-08
9	Staff Report Memo	11/21/2023	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: December FFY 2024 MTIP Formal Amendment & Resolution 23-5372 Approval Request	120123T-09
10	Slide	12/1/2023	November fatal traffic crash report for Clackamas, Multnomah and Washington counties	120123T-10
11	Handout	N/A	Cascadia Ultra-High-Speed Rail Program Update	120123T-11
12	Handout	11/22/2023	FHWA National Performance Management Measures Assessing Performance of the NHS, GHG Measure AMPO General Analysis	120123T-12

13	Presentation	12/1/2023	December FFY 2024 Formal MTIP Amendment Resolution 23-5372	120123T-13
14	Presentation	12/1/2023	EPA Climate Pollution Reduction Grant (CPRG)	120123T-14
15	Presentation	12/1/2023	2023 Regional Transportation Plan Next Steps	120123T-15