

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **Transportation Policy Alternatives Committee (TPAC)**
Date/time: Friday, February 7, 2025 | 9:00 a.m. to 12:00 p.m.
Place: Zoom

Members Attending

Ted Leybold, Chair
Allison Boyd
Bill Beamer
Chris Ford
Danielle Casey
Dyami Valentine
Eric Hesse
Gerik Kransky
Indi Namkoong
Jasia Mosley
Jay Higgins
Jeff Owen
Judith Perez Keniston
Kate Lyman
Laurie Lebowsky-Young
Lewis Lem
Mike McCarthy
Sara Etter
Sarah Iannarone
Will Farley

Alternates Attending

Adam Fiss
Dakota Meyer
Glen Bolen
Gregg Snyder
Karen Buehrig
Laura Terway
Neelam Dorman
Sarah Paulus

Members Excused

Ashley Bryers
Katherine Kelly
Michael Sallis
Shauna Hanisch-Kirkbride

Affiliate

Metro
Multnomah County
Community member at large
Oregon Department of Transportation
Federal Transit Administration
Washington County
City of Portland
Oregon Department of Environmental Quality
Verde
Community member at large
City of Gresham and Cities of Multnomah County
Clackamas County
SW Washington Regional Transportation Council
TriMet
Washington State Department of Transportation
Port of Portland
City of Tualatin and Cities of Washington County
Oregon Walks
The Street Trust
City of Lake Oswego and Cities of Clackamas County

Affiliate

SW Washington Regional Transportation Council
City of Troutdale and Cities of Multnomah County
Oregon Department of Transportation
City of Hillsboro and Cities of Washington County
Clackamas County
City of Happy Valley and Cities of Clackamas County
Oregon Department of Transportation
Multnomah County

Affiliate

Federal Highway Administration
City of Vancouver
Clark County
Washington Department of Ecology

Call to Order, Declaration of a Quorum and Introductions

Chair Ted Leybold called the meeting to order at 9:00 a.m. A quorum of members present was declared.

Ted Leybold announced that he would chair the meeting today in Tom Kloster's absence. He acknowledged that the change in administrations in Washington D.C has brought disruption to the federal government creating confusion about continuity of programs and funding. He added that Metro continues to focus efforts on Oregon and the region's long-established plans and policies, including climate and equity and that the committee will continue focusing on important issues facing Oregon and our region.

Comments from the Chair and Committee Members

The following staff and committee member updates were made. Highlights included:

- There will be a special virtual TPAC workshop 3/10/25, focusing on Emergency Transportation Routes.
- Jean Senechal Biggs, Metro, announced a webinar on 2/12/25: Estimating Transportation Costs with Confidence
- Ken Lobeck, Metro, provided a Monthly MTIP Amendments Update (material included in packet).
- Anthony Cabadas, Metro, provided the Fatal Crashes Update (presentation included in packet).
- Ally Holmqvist, Metro, provided the Transit Minute Update (presentation included in packet).
- John Mermin, Metro, noted that a draft of the Unified Planning Work Program (UPWP) was sent to the committee for their review. It will be presented at the March TPAC for discussion.
- The March 7th TPAC meeting will be held at the Metro Regional Center, with a virtual option for those that cannot attend in person.
- Jeff Owen, Clackamas County, announced there was a recent kickoff meeting for a county wide effort regarding safety improvements.
- Chris Ford, ODOT, noted that phase II construction of the outer Powell Transportation Safety Project will begin in March. Additionally, he shared that four new flashing beacons are being installed on Highway 213 (82nd Avenue) over the next 6 months.
- Dyami Valentine, Washington County, announced that they are kicking off their transportation safety action plan work.

PUBLIC COMMUNICATIONS ON AGENDA ITEMS

Chris Smith appeared before the committee to comment on the MTIP amendments regarding Rose Quarter. He stated that the "known opposition" section of the staff report (provided in the meeting packet) seemed thin and identified a "No Freeways Coalition", which doesn't exist. He added that there are two active lawsuits opposing the Rose Quarter Project

He asked that future versions of the staff report reflect this opposition.

MEETING MINUTES OF January 10, 2024

Mike McCarthy requested that the January 10th minutes be amended to reflect that Greg Snyder attended the January 10th meeting representing Cities of Washington County.

Laurie Lebowky-Young, Washington State Department of Transportation, requested a word change in the December 6, 2024, meeting minutes:

Laurie Lebowsky-Young asked if a ~~turnaround~~ roundabout was considered at that intersection of the project. But after the previous conversation, maybe it had to do with the TriMet bus to have a signal instead of a roundabout.

ACTION TAKEN: Chair Leybold asked the committee to approve the January 10, 2025, TPAC meeting minutes as amended. With Mike McCarthy and Bill Beamer abstaining, the minutes passed

RESOLUTION 25-5465, FOR THE PURPOSE OF CANCELING AN ODOT RAIL HAZARDS SAFETY PROJECT AND ADDING THREE NEW METRO PLANNING STUDIES TO THE 2024-27 MTIP (ACTION)

Ken Lobeck, Metro appeared before the committee and provided a presentation (included as part of the meeting record) on the February 2025 regular formal MTIP amendment.

The Resolution represents the regular monthly formal amendment submission and contains four projects. Three projects are new planning projects being added to the MTIP for historical monitoring purposes. One ODOT rail crossing hazards mitigation project is being canceled.

ACTION TAKEN: Dyami Valentine moved, and Mike McCarthy seconded to approve recommendation to JPACT, Resolution 25-5465. With all in favor, the motion was approved.

RESOLUTION 25-5464, FOR THE PURPOSE OF AMENDING NINE EXISTING METRO REGIONAL FLEXIBLE FUNDING ALLOCATION (RFFA) PROJECTS WITH AWARDED FFY 2025 REDISTRIBUTION SUPPLEMENTAL FUNDING INTO THE 2024-27 MTIP

Ken Lobeck appeared before the committee to present information on Resolution 25-5464.

The FFY 2025 Redistribution Funding Call commits \$10 million dollars (of the \$13.6 million Redistribution allocation to Metro) of federal Surface Transportation Block Grant (STBG) funds to support prior funded Regional Flexible Funding Allocation (RFFA) awarded projects that have experienced external inflationary or added delivery requirements outside of the agency's control resulting in delayed delivery and/or significant cost increases. Metro received nine applications requesting \$12,413,835 of Redistribution funds.

During the January 10th meeting, TPAC members directed Metro staff to pursue the 80.6% funding option to resolve the funding over subscription issue and bring the total awards back down to the \$10 million dollar threshold.

He reviewed the next steps and the proposed approval timing.

ACTION TAKEN: Jay Higgins, Gresham, moved and Eric Hesse, PBOT, seconded the motion to approve Resolution 25-5464. With Jasia Mosley, community member, abstaining, and all others in favor, the motion was approved.

2028-30 REGIONAL FLEXIBLE FUND STEP 1A.1 NEW PROJECT BOND – FINALIZED BOND SCENARIOS AND RESULTS

Grace Cho and Jean Senechal Biggs, Metro staff, presented an overview (included as part of the meeting record) of bond scenarios and approach, program direction objectives, summary of input received over the past couple of months, implications and technical evaluation results.

Grace reviewed the eight financially constrained bond scenarios and the scenario concepts.

Scenarios:

- Allocation ranges from \$60 - \$84 million
- Reductions based on scope assumptions

Scenario Concepts:

- Bond Scenarios 1 – 4: Regional and corridor scale investments balance bond performance goals with varying scope and allocation emphasis.
- Bond Scenario 5: Geographic distribution around the region.
- Bond Scenario 6: Potential to leverage significant amounts of identified funding sources.
- Bond Scenario 7 and 8: Transit-specific projects by mode and federal funding source.

Grace noted she hoped to obtain from the committee input across the finalized scenarios and if there was a preferred scenario. She added that at the March 7th meeting, TPAC will be asked to make a recommendation to JPACT.

Allison Boyd, Multnomah County, expressed the importance of continuing with scenarios that include all the project categories laid out in the program direction. She noted that the assumptions for the Burnside Project indicated a big cut from the request, only allowing for some of the detail improvements and not the priority, which is transit on the bridge, including the bus only lane. She added that they've been working with their partners to make sure that those critical transit components on the bridge are included as they are of regional significance for reliability. She noted that they would also support a scenario that would provide a proportional adjustment to all the five remaining projects (like how agreement was reached on the distribution decision and knowing that the CIG projects would receive a larger amount of the request). Additionally, she stated support to move forward with an \$84 million max allocation scenario.

Dyami Valentine, Washington County, asked if the funding strategies for each project could be brought back to the committee to get a better understanding of how bonds contribute to the overall project. He added that a recent technical advisory committee meeting, there was concern that the funding strategy wouldn't hold up if the project doesn't secure at least \$30million from the bond. He inquired if there were limiting factors on the types of eligible projects under the single bond mechanism.

Ted Leybold responded that if we don't do multiple bond issuances, that would pressure us to do fund exchange away from federal funds for the bond payments. We would need to work out a fund exchange agreement with the agencies involved to ensure we could do that and make payments on a single bond source.

Jeff Owen, Clackamas County, stated that the scenarios that advance all three transit project type investments speaks most to the Regional Flexible Fund Allocation (RFFA) direction as well as the related JPACT discussions. He added that it is critical that we move forward with a range of projects that are transit supportive and build upon the important work underway around the region. They are looking more towards scenarios two, three and five as they provide enough funding to take a meaningful next step towards those packages. He noted that considering the new funding environment and federal administrative processes at a national level, it is critical that we continue to advance a broad range of transit project types in the scenarios that move forward.

Mike McCarthy, City of Tualatin and Cities of Washington County, stated that from a recent technical advisory committee, the consensus was to create a scenario nine, which would take the \$84 million bond amount and split it evenly between the 82nd Avenue project and the TV Highway project. He noted that spreading the amounts across all smaller projects would spread it too thin and not make as much of a difference as hoped in the other projects. He also reiterated earlier comments made by Dyami Valentine, that \$30 million is the minimum needed to advance the TV Highway project in a way that is needed.

Mike asked if the bond was not issued, what would the RFFA Step 2 amount be. Grace responded that in that instance, she estimated the RFFA bond would be in the \$55-\$60 million range.

Kate Lyman, TriMet, expressed that scenarios 5-8 are acceptable, with a strong preference for scenarios 6 and 8. It is important that the region strives to bring as many Capital Investment Grant (CIG) dollars into the region. Additionally, she noted that because some questions remain about federal formula allocations and when those will come through, they also support a delay in the decision making towards the bond scenario.

Eric Hesse, City of Portland, noted he didn't want to endorse a particular scenario until some more refinement can be done.

Jay Higgins, City of Gresham and Cities of Multnomah County, stated that what might be helpful at JPACT is to eliminate the question as to whether we do a bond or not. He added that he felt the committee should be pushing for the bond a little stronger. He asked if some more information such as, what would this cost us over time, could be included in the information to JPACT.

Grace Cho noted that after this meeting staff would follow up with the nominating agencies to see what could be addressed ahead of the next JPACT meeting.

Sarah Iannarone, the Street Trust, stated that the notion of leverage ability is critical, specifically thinking about how leverage ability helps mitigate risk in times of great uncertainty.

Indi Namkoong, Verde, echoed Sarah's points. She urged the committee to center the recommendations to JPACT around RTP outcomes.

Greg Snyder, City of Hillsboro and Cities of Washington County, had three points he wanted to make:

- He wished the committee would've seen the \$84 million bond amount in April when the

committee was looking at bond scenarios and pricing.

- He noted the significance of two projects, TV Highway and 82nd Avenue, appearing in every scenario.
- He also inquired about why initially there was an \$8 million dollar capital minimum, but now going below that.

RESOLUTION 25-5463, FOR THE PURPOSE OF AMENDING THREE RELATED ROSE QUARTER IMPROVEMENT PROJECTS TO THE 2024-27 MTIP TO ADD \$250 MILLION DOLLARS OF APPROVED FUNDING TO THE PROJECTS

Ken Lobeck and Blake Perez, Metro and Megan Channel, ODOT, presented information on the I-5 Rose Quarter Formal MTIP Amendment.

Their presentation (included as part of the meeting record) covered the following details:

- Amendment Process overview
- Performance Assessment Evaluation
- Summary Project Presentation

Kate Lyman commented about the performance assessment evaluation, noting that the actual transit travel time through the Rose Quarter would potentially be degraded with implementation of the Rose Quarter project. She added that the technical team is working to see if they can identify mitigations, but at this moment, they aren't sure at is possible. Blake responded that he would check with the modelers about that.

Laurie Lebowsky-Young, Washington State Department of Transportation, inquired if the performance analysis assumes a coordinated implementation of the I-5 Bridge project. Staff responded that they would investigate and get back to her.

Indi Namkoong inquired whether staff have run this though the model used for compliance with the Climate Smart Strategy or performed any additional analysis outside of the Moves Model. Blake responded that yes, there were only 3 tools used: the Moves and Travel Demand model, the GIS analysis as well.

Sarah Iannarone noted that when safety projects are defined, it is important to make sure that those investments occur where people are dying and seriously injured on the system and anything to reduce fender-benders, for example, should be about congestion relief, according to The Street Trust.

BREAK: 11:07 a.m. to 11:13 a.m.

COMPREHENSIVE CLIMATE ACTION PLAN (CCAP) UPDATE

Eliot Rose, Metro, appeared before the committee and provided an update on the Comprehensive Climate Action Plan.

In 2023, Metro received a Climate Pollution Reduction Grant (CPRG) Planning Grant from the US Environmental Protection Agency (EPA). The grant supports planning work to create a regional climate action plan for the Portland-Vancouver metropolitan area. Metro is leading this work in close coordination with regional partners. He noted that Metro staff are seeking feedback and

direction from Metro’s policy and technical committees as they develop the CCAP. The CCAP is the most comprehensive climate plan that Metro has ever developed and is a valuable opportunity to advance Metro’s climate leadership.

Eliot provided a summary of progress to date on key elements of the CCAP, including:

- Engagement
- Greenhouse gas inventory
- Greenhouse gas projections, goals and targets
- Next steps

Jeff Owen inquired about whether there are delays in this work and how this work aligns with and helps inform the next RTP update. Eliot responded that the project is on track and will wrap up in December. Kim and Eliot both added that this work will inform the next RTP.

Mike McCarthy noted how critical it is that what is measured is as close to possible to actual climate change so that when people are asked to make sacrifices in the name of climate change, the sacrifices will reduce climate change.

Eliot responded that greenhouse gas emissions will be used to assess all the strategies in the CCAP.

2023 REGIONAL TRANSPORTATION PLAN IMPLEMENTATION UPDATE

Kim Ellis, Metro, provided an update on the implementation of the 2023 Regional Transportation Plan (RTP) and tools and resources being developed to support local and regional planning.

Her presentation (included as part of the record) covered the following details:

- Project and corridor planning work
- Program and policy work
- Data and tools to support local TSPs
- Upcoming work
- Timeline of RTP implementation and climate action planning

Jeff Owen inquired when the interim guidance for the mobility policy would be ready. Kim responded that we don’t have a specific date at this time.

ADJOURN

There being no further business, Chair Leybold adjourned the meeting at 12:00 p.m.

Respectfully submitted,
Jessica Martin, TPAC Recorder

Attachments to the Public Record, TPAC meeting, February 7, 2025

	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
*	Agenda	02/07/25	02/07/25 TPAC Meeting Agenda	020725-01
*	Memo	01/28/25	To: TPAC and Interested Parties From: Ken Lobeck, Funding Programs Lead Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments: February 2025 Report	020725-02
*	January Meeting Minutes	01/10/25	TPAC Meeting Minutes	020725-03
*	Resolution	02/07/25	Resolution No.25-5465 For The Purpose Of Canceling And ODOT Rail Hazards Safety Project And Adding Three New Metro Planning Studies To The 2024-27 MTIP	020725-04
*	Resolution	02/07/25	Resolution No. 25-5464 For The Purpose of Amending Nine Existing Metro Regional Flexible Funding Allocation (RFFA) Projects With Awarded FFY 2025 Redistribution Supplemental Funding Into The 2024-27 MTIP	020725-05
*	Memo	01/31/25	To: Transportation Policy Alternatives Committee and Interested Parties From: Grace Cho, Principal Transportation Planner Jean Senechal-Biggs, Resource Development Section Manager Ted Leybold, Transportation Policy Director Subject: 2028-2030 Regional Flexible Fund Step 1A. 1 – Finalized Bond Scenarios and Results	020725-06
*	Resolution	02/07/25	Resolution No. 25-5463 For The Purpose Of Amending Three Related I-5 Rose Quarter Projects To The 2024-27 MTIP To Add \$250 Million Dollars Of Approved Funding To The Projects	020725-07
*	Memo	01/31/25	To: Transportation Policy Alternatives Committee members and Interested Parties From: Eliot Rose, Senior Transportation Planner Subject: Portland-Vancouver Area Comprehensive Climate Action Plan: Progress update and Recommended Targets	020725-08
*	Memo	01/31/25	To: TPAC and Interested Parties From: Kim Ellis, AICP, Climate Program Manager Subject: Update on 2023 Regional Transportation Plan Implementation Activities	020725-09
**	Presentation	02/07/25	February 2025 (Regular) Formal MTIP Amendment Resolution 25-5465 Amendment # FB25-06-FEB2 Applies to the 2024-27 MTIP	020725-10

**	Presentation	02/07/25	People Killed in Traffic Crashes Clackamas, Multnomah, Washinton Counties Jan 1 Through Feb 6, 2025	020725-11
**	Presentation	02/27/25	Transit Minute	020725-12
**	Presentation	02/27/25	February 2025 FFY 2025 Redistribution Funding Formal MTIP Amendment Resolution 25-5464 Amendment # FB25-07-FEB3 Applies to the 2024-27 MTIP	020725-13
**	Presentation	02/07/25	2028-30 Regional Flexible Funds Allocation (RFFA) Step 1A.1 – Bond Scenarios + Next Steps	020725-14
**	Presentation	02/27/25	February 2025 I-5 Rose Quarter Formal MTIP Amendment Resolution 25-5463 Amendment # FB25-05-FEB1 Applies to the 2024-27 MTIP	020725-15
**	Presentation	02/07/25	I-5 Rose Quarter Improvement Project	020725-16
**	Presentation	02/07/25	Comprehensive Climate Action Plan	020725-17
**	Presentation	02/07/25	Update on 2023 Regional Transportation Plan Implementation	020725-18

* Included in meeting notice packet

** Distributed after meeting notice packet or presented at meeting