



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
January 6, 2017
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Tom Kloster, Chair
Don Odermott
Katherine Kelly
Nancy Kraushaar
Judith Gray
Eric Hesse
Dave Nordberg
Joanna Valencia
Steve Williams
Chris Deffebach

AFFILIATION

Metro
Cities of Hillsboro and Washington County
Cities of Gresham and Multnomah County
City of Wilsonville and Cities of Clackamas County
City of Portland
TriMet
ODEQ
Multnomah County
Clackamas County
Washington County

MEMBERS EXCUSED

Patricia Kepler
Heidi Guenin
Lynda David
Charity Fain
Michael Williams
Rachel Tupica

AFFILIATION

Community Representative
Community Representative
SW Washington Regional Transportation Council
Community Representative
WSDOT
Federal Highway Administration

ALTERNATES PRESENT

Phil Healy
Jon Makler

AFFILIATION

Port of Portland
ODOT

Guests Present: Lloyd Purdy, City of Tigard; Dayna Webb, City of Oregon City; Zoe Monahan, City of Tualatin; Mark Lear, PBOT, Kari Schlosshauer, SRTS.

Metro Staff Present: Dan Kaempff, Ted Leybold, Lake McTighe, Mike Serritella, Chris Myers, Grace Cho, Ken Lobeck, Tyler Frisbee, Noelle Dobson, Tim Collins

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Kloster called the meeting to 9:30 a.m. and declared a quorum was present.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

- Chair Kloster announced that three new TPAC members have been recruited and appointments will be confirmed on January 26.
- Mr. Jon Makler noted that ODOT has submitted a highway project (Abernethy Bridge upgrade on I-205) for USDOT funding under the FASTLANE grant program and that obligation of federal funds would require an RTP amendment as the project is not currently in the financially

constrained 2014 RTP. Metro staff provided clarification and agreed to discuss further with ODOT staff.

3. CITIZEN COMMUNICATIONS ON AGENDA ITEMS

There were no comments.

4. CONSIDERATION OF THE TPAC MINUTES FOR NOVEMBER 18, 2016

MOTION: Mr. Phil Healy moved to approve the TPAC minutes November 18, 2016. Ms. Nancy Kraushaar seconded the motion.

ACTION: The motion passed unanimously.

5. SW CORRIDOR PROJECT AND LRT PLAN UPDATE

Mr. Chris Ford, a Principal Planner and Eryn Kehe, Communications Specialist at Metro, provided an update on the SW Corridor Light Rail project, and an overview of the process to select a locally preferred alternative in 2018. The project is currently entering the National Environmental Policy Act (NEPA) environmental review process.

Background: In 2013, regional leaders on the Southwest Corridor Plan steering committee adopted the Southwest Corridor Plan Shared Investment Strategy. The strategy identified critical strategies for the corridor, including:

- invest in local transit service and high capacity transit
- invest in roadways and active transportation
- invest in parks, trails and nature
- consider new regulations and policies, and develop incentives to promote private investment consistent with community vision
- develop a collaborative funding strategy for the Southwest Corridor Plan

The shared investment strategy continues to be the guiding framework that partners are pursuing to support local land use visions and improve transportation choices and safety for all users.

The Southwest Corridor Light Rail Project that is undergoing federal environmental review focuses on the components of the Southwest Corridor Plan that are specific to designing and constructing a light rail project and those bicycle, pedestrian and roadway projects that are critical to providing safe and reliable access to light rail stations. While most of the work during the environmental review will focus on the Southwest Corridor Light Rail Project, local, regional and state agencies will also continue to work on strategies to implement the comprehensive set of goals and strategies outlined in the Shared Investment Strategy.

Ms. Kehe discussed the public engagement component of the scoping process that preceded environmental review and the process of creating a Community Advisory Committee (CAC), which was appointed by the Southwest Corridor Steering Committee on Dec. 12, 2016. The CAC's role will be to advise the steering committee and project staff by bringing a broad perspective on community and social issues throughout the Southwest Corridor during the review and the selection of a route

and station areas. The committee includes balanced representation from communities along the proposed light rail route. Committee members will likely meet monthly beginning in early 2017 through spring 2018.

Mr. Ford noted that activities for 2017 include:

- Preparation of the Draft Environmental Impact Statement
 - Identify significant impacts and mitigations
 - Discussions with partners and CAC toward draft preferred alternative
 - Reviews by participating agencies
- Development of the LRT funding strategy
- Planning efforts on other Southwest Corridor Plan components
 - Housing / equitable development
 - Station area planning

Committee members appreciated the update and noted the importance of community collaboration and transit connections to other service providers.

6. REGIONAL FLEXIBLE FUND ALLOCATION

Mr. Dan Kaempff and Mr. Ted Leybold provided an update on the regional flexible fund allocation and asked TPAC to discuss and adopt a recommendation to JPACT on the 2019-2021 Regional Flexible Funds Allocation list of projects in Step 2. Mr. Kaempff called the committee's attention to the memo and spreadsheets provided in the packet and reminded the committee that following the recommendation, the final steps of the process are:

- Jan. 19 – JPACT: discuss and take action on TPAC recommendation
- Feb. 2 – Council meeting: public hearing and take action on proposed package

He noted that previous guidance from TPAC and JPACT recommendation a balanced approach and considered:

1. Technical merit – the technical scores reflect how well the projects adhere to the criteria via scores
2. Local benefit - public comments are reflective of local support and need
3. Sub-regional benefit - sub-regional prioritization indicates the support of county coordinating committees and City of Portland for a project or group of projects
4. Regional and federal policy alignment - how it aligns with RFFA objectives and the package of projects adheres to regional and federal policy

Committee discussed and clarified various details and concerns at length. Discussion on the Active Transportation/Complete Streets resulted in the following.

Active Transportation/Complete Streets

TPAC's recommendation includes funding for the City of Gresham's Complete Cleveland Street project. TPAC indicated that JPACT, as a part of their deliberations on the RFFA Recommendation, should consider funding the Complete Division Street project in place of the Cleveland Street project, at an identical funding level of \$3,141,156. Elements of the Division Street project are included in the Division Bus Project funding assumptions, and it is unclear. TPAC did not recommend changing any other projects' recommended amount to cover all or part of the cost differential between Cleveland and Division. TriMet pledged to work with the City and stakeholders to find potential cost savings within the Division Bus Project to help close the funding gap.

The City of Oregon City agreed to pursue a federal fund exchange for the Molalla Avenue project, and accepted a funding amount of \$3,800,632.

Tualatin Hills Parks and Recreation District increased the amount of local matching funds to the Beaverton Creek Trail project, and accepted a funding amount of \$3,693,212.

Prior to the TPAC discussion on January 6, the City of Portland had indicated funding reductions totaling \$2,933,303 to the four projects included in the recommendation. These reductions were achieved through a combination of scope refinements, project reductions, and design element changes. During the TPAC discussion, they indicated they are willing to pursue a federal fund exchange and thus could reduce their requested funding level to the Cully project to \$2,200,000.

After discussion, the following committee action occurred:

MOTION: Ms. Katherine Kelly moved to recommend the list above the line noted on the spreadsheet entitled, "DRAFT 2019-21 RFFA Step 2 Project Recommendation - for discussion" with the caveat that JPACT, as a part of their deliberations on the RFFA Recommendation, discuss the Complete Division Street project and the Cleveland Street project at an identical funding level of \$3,141,156. Mr. Steve Williams seconded the motion.

ACTION: The motion passed unanimously.

The committee then focused their discussion on the regional freight initiatives section of the spreadsheet. Various details and concerns were discussed and clarified at length. Discussion on the Regional Freight Initiatives resulted in the following.

Regional Freight Initiatives

The three project applicants all agreed to accept a funding reduction of 6.55% to their requested amounts in order to make the funding package balance to the available amount of freight funding. Project cost reductions will be achieved through a combination of federal fund exchange and additional modifications to the project's scope.

The City of Portland offered to look for ways to reduce RFFA funding for the Central Eastside project, beyond the TPAC-recommended reduced funding level of \$2,805,879, and return any cost savings up to \$210,000 to the region so that it can be used to continue funding Regional Freight Studies. The specific studies and activities to be funded through these means will be discussed by TPAC prior to any expenditure of these funds, and approved through the UPWP and/or MTIP amendment/adoption process.

TPAC indicated that in future RFFA cycles, funding for Regional Freight Studies should be considered through the Step 1 process.

After discussion, the following committee action occurred:

MOTION: Mr. Phil Healy moved to recommend Scenario 2 on the spreadsheet entitled "DRAFT 2019-21 RFFA Step 2 Project Recommendation - for discussion" to JPACT. Mr. Eric Hesse seconded the motion.

ACTION: The motion passed with Mr. Williams opposed and Mr. Nordberg abstaining.

7. **ADJOURN**

Chair Kloster noted that the next TPAC meeting would be held January 27, 2017. The meeting was adjourned at 12:00 pm.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Lisa Hunrichs", written in a cursive style.

Lisa Hunrichs
Planning & Development

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JANUARY 6, 2017

ITEM	TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
1	Agenda	1/6/17	1/6/17 TPAC Agenda	010617T-01
2	Work Program	12/30/16	2017 TPAC Work Program	010617T-02
3	Work Program	12/30/16	2017 JPACT Work Program	010617T-03
4	Meeting Summary	11/18/16	11/18/16 TPAC meeting summary	010617T-04
5	Memo and attachments	1/6/17	To: TPAC and Interested parties From: Chris Ford, SW Corridor Project Manager Re: SW Corridor Plan update	010617T-05
6	Memo and attachments	12/28/16	To: TPAC and Interested parties From: Dan Kaempff Re: DRAFT 2019-21 RFFA Step 2 Project Recommendation	010617T-06
7	Memo and attachments	1/5/17	To: TPAC and Interested parties From: Dan Kaempff Re: Addendum to DRAFT 2019-21 RFFA Step 2 Project Recommendation	010617T-07
8	Presentation	1/6/17	2019-21 RFFA Project Recommendation Development	010617T-08
9	Presentation	1/5/17	SW Corridor Plan Update	010617T-09
10	Handout	1/6/17	Provided by: City of Portland. Portland FRRRA Active Transportation Project Applications - Proposed Cost Reductions	010617T-10
11	Email	1/5/17	To: Tom Kloster, Elissa Gertler, Heidi Guenin From: Duncan Hwang, APANO Re: RFFA and TPAC	010617T-11
12	Email	1/5/17	To: Tom Kloster, Elissa Gertler From: Heidi Guenin Re: RFFA and TPAC	010617T-12
13	Email	1/5/17	To: Tom Kloster, Elissa Gertler From: Chris Rall Re: RFFA Active Transportation Funding	010617T-13