



Meeting minutes

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

Date/time: Friday, September 29, 2017 | 9:30 a.m. to noon

Place: Metro Regional Center, Council chamber

Members Attending

Ted Leybold, Chair
Karen Buehrig
Joanna Valencia
Lynda David
Nancy Kraushaar
Katherine Kelly
Don Odermott
Eric Hesse
Kelly Brooks
Phil Healy
Tyler Bullen
Glenn Koehrsen

Affiliate

Metro
Clackamas County
Multnomah County
SW Washington Regional Transportation Council
City of Wilsonville and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
TriMet
Oregon Department of Transportation
Port of Portland
Community Representative
Community Representative

Alternates Attending

Erin Wardell
Mark Lear

Affiliate

Washington County
City of Portland

Members Excused

Chris Deffebach
Judith Gray
Dave Nordberg
Michael Williams
Rachael Tupica
Charity Fain
Heidi Guenin
Patricia Kepler
Alfred McQuarters

Affiliate

Washington County
City of Portland
Oregon Department of Environmental Quality
Washington State Department of Transportation
Federal Highway Administration
Community Representative
Community Representative
Community Representative
Community Representative

Guests Attending

Nicole Hendrix
Bob Kellett
Kari Schlosshauer
Dwight Brashear
Shoshana Cohen
Hannah Day-Kapell

Affiliate

SMART/ City of Wilsonville
City of Portland, Bureau of Transportation
Safe Routes to Schools National Partnerships
SMART/City of Wilsonville
City of Portland, Bureau of Transportation
Alta Planning & Design

Metro Staff Attending

Kim Ellis, Principal Transportation Planner
Ken Lobeck, Funding Programs Lead
John Mermin, Senior Transportation Planner
Eliot Rose, Senior Technology Strategist
Grace Cho, Associate Transportation Planner

Tyler Frisbee, Policy Development Manager
Caleb Winter, Senior Transportation Planner
Dan Kaempff, Principal Transportation Planner
Lake McTighe, Senior Transportation Planner
Marie Miller, TPAC Recorder

1. Call to Order, Declaration of a Quorum and Introductions

Chair Ted Leybold called the meeting to order at 9:30 a.m. and declared a quorum was present. Leybold announced the resignation of TPAC community member Patricia Kepler, who had accepted a new position and would be unable to continue attendance with TPAC meetings for the remainder of her term, ending December 2017.

Chair Leybold reminded the committee that current recruitment for three community members on TPAC, each for 2-year terms that begin in January 2018 is now open. Encouragement was given to help with this recruitment through the committee contacts.

2. Comments From the Chair and Committee Members

- ***I-84 Multimodal Integrated Corridor Management Update (Caleb Winter)*** Winter presented an update on the planning efforts with the Integrated Corridor Management (ICM) project that reaches from Troutdale to downtown Portland. The Project Steering Committee includes agencies representing USDOT, Metro, ODOT, TriMet, City of Gresham, Multnomah County, PBOT, Portland State University and the Port of Portland. The Committee met with additional key stakeholders at a September 13 workshop. Key stakeholders represented six perspectives; Operations and Management, Emergency Response, Traveler Information, Freight, Data Sharing and Active Transportation. Input from the workshop included needs for the corridor such as:

- An information exchange network for sharing updates between operators and data.
- Other than ODOT, agencies don't have Transportation Management Centers for all hours. A shared and virtual 24/7 operations center is desired.
- Development of real-time data and forecasted conditions could make changes to signal timing, improve transit reliability, deliver traveler information to media, mobile phones and dashboards of connect vehicles, and incentives or disincentives.

Interest was also given for a "Decision Support System" that would take real-time data from the start of a peak period and offer operators scenarios to act on tailored to conditions including route choice, demand management, lane management, value pricing (if implemented) and more. Additional considerations from the workshop include freight route alternatives to I-84, meeting traveler needs and social equity, plus incorporating elements from other planning work in the corridor. Winter will provide more information to TPAC as operations alternatives are developed.

2018-19 UPWP Report (John Mermin) Mermin reported on the process of gathering materials for the Unified Planning Work Program (UPWP) that documents all planning projects receiving Federal funds in the region. Project managers have been contacted, asking for updates to projects by October 13. The earlier start for the process this year will help meet new Federal requirements and help agencies with budget development planning. This draft of the UPWP is for FY 2018-19, July 1, 2018 – June 30, 2019. Mermin reported that the draft of the UPWP would be presented at TPAC in January 2018, and in February a recommendation to JPACT on the draft would be requested.

- ***MTIP Project Delivery Update Part 2 (Ken Lobeck)*** Lobeck reported on the recently submitted 2017 Annual Project Phase Slips MTIP Administrative Modification Bundle to the 2015-18 MITP. Out of the total 330 projects listed in the MTIP database, the "Phase Slipped" percentage was approximately 17%. Ideally, Metro's slip percentage needs to be 10% or less for each year.

When a project phase and its funding are slipped from the FFY 2017 to 2018, the unobligated federal funds are carried over into the next year. As the number of project slips increase each year, our unobligated federal carryover continues to increase. Reasons for the project phase slips include unrealistic project schedules and overly aggressive MTIP/STIP programming. About 75% of the required

slips can be attributed to overly aggressive schedules and MTIP log flaws especially with the Preliminary Engineering (PE) phase. Changes are proposed to address the need for improved and accurate pre-scoping prior to project programming, federally funded transportation delivery process training, and ensuring project acceleration is possible and timely. This is a statewide effort led by ODOT, to make sure our federal funds stay eligible.

Comments from the committee:

-Glenn Koehrsen asked how projects between 1 and 2-year projects would be address with conflicting schedules. Lobeck reported that each project would be studied for possible complications to take into account feasibility and planning.

-Kelly Brooks asked if the total amount of funds were known for the 2017-18 slips. Lobeck reported that not enough time was built into the PE phases to determine this so far. Brooks commented that ODOT is currently tracking the funding side, with Metro agreeing that the potential loss of value is needed to be projected and followed in the process.

-Nancy Kraushaar asked for an update on the certification process to assist agencies with small staffing on these issues. The state wants to move local agencies toward either certification or work in some capacity on state-led policy in the process. Meetings started this summer to address project delivery and model implementation, rather than led by ODOT, are continuing with discussions at upcoming meetings. Local agencies are requested to participate, and TPAC will notify when those meetings are scheduled.

-Kelly Brooks commented that the need for efficiency was the drive from outside MPO's to look at this issue. ODOT recognizes the difficulty with certification programs with cost and time elements, and is looking at possible fund exchanges on projects and optional better ways to address this issue.

- **Draft RTP Investment Strategy Update (Kim Ellis)** Ellis provided an update on the RTP Call for Project materials in the TPAC meeting packet. More than 1,000 projects have been proposed for the 2018 RTP; ¼ of which are new to the plan to reflect recently completed local and regional transportation plan updates and studies. The GIS data has been compiled. More online information about the submitted projects will be available soon, including a draft project list and preliminary interactive maps with data from the RTP Hub, to provide the public and partners an opportunity to learn more about the projects. More than 130 projects have been completed since the 2014 RTP adoption, reflecting more than \$3 billion in investment on the region's transportation system.

The technical evaluation is underway. Development of the model networks is nearly complete. Preliminary modeling results are anticipated in late October or early November. The availability of the information will determine whether we hold the Oct. 30 TPAC/MTAC workshop (noted in the work program sheet for 2-4 pm in the Council chamber). Staff is also compiling comments from the pilot project evaluation and will bring a summary of comments and recommendations for refinements to a future meeting.

2018 RTP development key elements moving forward include:

-The technical evaluation and RTP policy chapter review will be completed by the end of the year. TPAC will have the opportunity to discuss this in Nov. and Dec.

-In January and February we'll ask the public and other interested stakeholders to weigh in on the draft projects lists and evaluation's key findings.

-In February, the Metro Council and regional advisory committees will begin discussions on findings, updated policies and funding information, and public input to provide direction on refinements to the RTP project priorities and policies.

-From March to June, cities and counties, TriMet, ODOT and other agencies will work together to recommend additional refinements to project priorities while staff prepare review draft Plan that will be released for a 45-day comment period by the end of June.

-From June to Dec. we will fully transition into the public review and adoption process culminating in Council action in December 2018.

- **HB 2017-10 Implications for MPO Activities (Tyler Frisbee)** Agenda item tabled.

3. **Citizen Communications on Agenda Items** There were no comments.

4. **Consideration of TPAC Minutes for August 25, 2017**

MOTION: To approve the minutes of August 25, 2017 as presented.

Moved: Eric Hess

Seconded: Nancy Kraushaar

ACTION: Motion passed unanimously, with no abstentions. One correction on last name spelling was noted; Bob Kellett was an attending guest at the August 25, 2017 meeting.

5. **MTIP Formal Amendment 17-4844**

Ken Lobeck provided an overview on Resolution 17-4844 to authorize a formal amendment to the 2018 MTIP, consisting of 22 total projects; 14 HB2017 related projects and 8 “clean up” project amendments for correction to projects allowing final approval to then occur from USDOT.

The Oregon Transportation Commission approved all 113 awarded, named or directed/conditioned HB2017 projects on Sept. 22, 2017. Two projects (I-205 CBOS-ATMS, and I-205 Stafford Rd to OR99E project) were approved previously by OTC during their August 2017 meeting. Out of the 115 projects, 23 are awarded in the Metro boundary area. Another 8 projects have been awarded to Region 1, but are outside the MPO area. This totals 31 HB2017 named or programmatic funded projects in Region 1.

A portion of this amendment initiates corrective programming actions to several existing 2018 MTIP projects, or is submitting new projects for inclusion in the 2018 MTIP. Reasons for the required corrections include (1) project not obligating a 2017 phase which now needs to slip into 2018; (2) scope and/or funding changes occurred to projects after the 2018 MTIP was approved; (3) project delays in relation to obligation years; and (4) the emergence of new regional significant, federally funded, or new projects needing federal approvals that are required to be programmed in the MTIP. The purpose of completing these “clean up” amendments is to ensure the 2018 STIP and 2018 MTIP match correctly per federal requirements.

HB2017 and 2018 MTIP next steps will include bringing forward remaining HB2017 funding projects as part of the October 2017 formal MTIP amendment next month to TPAC, including further 2017 MTIP clean-up amendments. Expected large formal amendment bundles through December 2017, with a minimum of 70 projects required for various corrections.

Comments from the committee:

-Kelly Brooks commented on the hard work put into this project that showed the efficient way how the bundled projects were meeting requirements in very quick timing.

-Glenn Koehrsen asked what the different fiscal years represented. Besides the calendar year (Jan.- Dec.), there is a state FY and federal FY. The MTIP fiscal year is Oct. 1-Sept. 30, which is the federal fiscal year. Metro tries to report which fiscal year the projects are related to while following requirements.

-Don Odermott asked why some projects were listed as new projects when they were already programmed listed. Kelly Brooks explained that that while some portions are new to the project, added funding has been added to projects.

- Karen Buehrig added that it appeared ODOT chose existing projects that were earmarked as new by HB2017, and helped cover increasing costs for projects that may previously been cut. Kelly Brooks concurred that deficits funded would allow projects not be cancelled, and allow for Fix-it projects to be increased.

MOTION: To approve recommendation to JPACT of Resolution 17-4844 which includes 22 projects: 14 HB2017 related projects and 8 2018 MTIP clean-up projects, as presented:

Moved: Glenn Koehrsen Seconded: Don Odermott

ACTION: Motion passed unanimously, with no abstentions.

6. Regional Flexible Funds Allocation (RFFA) Intergovernmental Agreement (IGA)

Ted Leybold provided an overview on the RFFA IGA for proposed bond payment schedule for High Capacity Transit and Project Development activities. Financial forecast from planned allocation of regional flexible funds and the creation of the 2018-21 MTIP, made in 2015, holding funding levels for existing programs steady at past amounts (adjusting for inflation), would provide \$17.43 million of additional forecasted Regional Flexible Funds for the region. The additional forecasted revenue had been allocated by Metro to the Division Transit Project and project development work for the Southwest Corridor transit project, arterial bottleneck projects, and active transportation projects. Support of these projects was authorized to include a multi-year commitment of funding through 2034, to be bonded by TriMet to provide funding to these projects more immediately.

One source of the regional flexible funding, Congestion Mitigation/Air Quality (CMAQ) has been reduced due to the new eligibility of the Salem and Eugene areas to receive these funds from the share allocated to the state. To address uncertainty in potential funding reductions, and given the importance of TriMet's timely receipt of funds to keep project work on schedule, in May 2017, JPACT allowed initial agreement for bond funding to proceed at a reduced amount until further resolution of allocations.

The OTC has now provided direction on future sub-allocation of CMAQ funding for years 2019 and beyond, stabilizing the forecast that the Metro region can utilize for the Regional Flexible Fund allocation. This resolution authorizes amending the agreement with TriMet providing the initial amount of funding, to a final amount that represents the full amount now forecast to be available for bonding given the reduction to CMAQ funding to the Portland metropolitan area, and updates the forecast of available funding utilized in developing the original policy direction. Under this forecast scenario, the other RFFA funding programs will continue to be funded at approximately current levels per the original policy direction. The bond program payments and the projects to receive funding are updated to the amounts shown in Tables 1 and 2 of Exhibit A.

This resolution updates the funding amount from Resolution Nos. 16-4702, and 17-4800 and authorizes the COO to amend the intergovernmental agreement (IGA) between TriMet and Metro that had provided the initial funding. In this amendment, Metro will provide an increased multi-year commitment of regional flexible funds consistent with the schedule provided in Table 1 of Exhibit A to this resolution. The bond proceeds will be provided to the projects consistent with Table 2 of Exhibit A to this resolution.

Tyler Frisbee provided information on the process to make Enhanced Transit a work plan, with identified criteria, timely for funding, and input from TriMet, SMART, agencies and local jurisdictions. At the

October TPAC meeting a draft policy plan framework will be presented, as development of the plan continues to include a timeline for Call for Projects with funding and priority project lists.

Comments from the Committee:

-Katherine Kelly agreed with the policy level framework being prepared first, with more specific criteria of projects developed in the spring.

-Eric Hesse commented on the importance of building on the framework with partners. The Transit and Transportation Equity work groups were having a combined meeting in October that would further address this issue. Clarification with the new project to develop a pilot projects would entail evaluations, that may serve to identify needed changes and programs for longer-term projects.

-Glenn Koehrsen how does the HB2017 bill differ from the STIF programs in relation to TriMet. Eric Hess reported that HB2017 was not transit specific naming projects and provides leveraging for programs, such as Enhanced Transit. STIF relates to service growth and operations. With concern for taking two different paths and losing funding/direction, Tyler Frisbee reported the elements of capital improvement funding (long-term), and be parallel with service improvements (shorter-term) project planning. For those wishing to become more involved with the process, TriMet will be gathering input from their outreach process and forming an advisory committee.

-Nancy Kraushaar reported that to her understanding, the City of Wilsonville was not eligible to participate in the funds as they were outside the boundary of TriMet. Tyler Frisbee reported that the policy intent was to work with TriMet for areas eligible based in RFFA for the region, including areas outside TriMet boundaries. Eric Hesse added that an inclusive package for Enhanced Transit be developed that was functional and appropriate for the entire region. More discussions will be held on this.

MOTION: To approve recommendation to JPACT of Resolution 17-XXXX for the purpose of approving an increased multi-year commitment of regional flexible funds for the years 2019-34, funding the Division Transit Project, the Southwest Corridor Transit Project, Arterial Bottleneck Projects, Active Transportation Projects, and Enhanced Transit Projects, and authorizing execution of an amendment to Intergovernmental Agreement amendment with TriMet regarding the increased multi-year commitment of Regional Flexible Funds:

Moved: Don Odermott Seconded: Glenn Koehrsen

ACTION: Motion passed unanimously, with no abstentions.

7. 2021-2024 State Transportation Improvement Program (STIP) Funding Categories and Programs

Ted Leybold began the presentation with the purpose of discussing the 2021-24 STIP. He explained the OTC is currently discussing the allocation of expected 2022-24 revenues to funding categories and programs, and implications for the Portland Metro region. The purpose of the presentation at TPAC was to gather feedback to develop a comment letter which will be circulated in early October for review. Metro staff intends to request JPACT approval to submit the comment letter to the OCT regarding the proposed program funding levels at the October meetings, due to timing constraints.

For the 2021-2024 STIP, ODOT has proposed modifications to the funding categories which differ from previous STIP cycles. The proposed modification separates several individual funding programs which had been in a single funding category called Off-the-Top into its own funding categories and separates the Safety program, which had been a part of the Fix-It into its own funding category. The main purpose of the modifications and the creation of the additional funding categories for the 2021-2024 STIP are intended to provide transparency of ODOT administered funding programs. As a result, the following six funding categories have been proposed for the 2021-24 STIP: Enhance, Fix-It, Safety, Non-Highway, Local Programs, and Other Functions.

Grace Cho presented information on proposed ODOT funding programs by category, including which programs are expected to receive additional HB2017 funding. She also walked through those programs in the 2021-24 STIP with limited discretion and funding minimums. Metro has initiated a discussion for stakeholder input to shape the key messages to communicate the regions' wishes to see the estimated federal and state revenue for fiscal years 2021-2024 be applied across the different funding categories and/or individual funding programs. In initial conversations with jurisdictions and agencies, Metro has formulated key themes to comprise the comment letter. Building upon this, staff is asking for further feedback on the comment letter input. This input can include proposed categories or programs that should see an increase in funding, what additional funding programs might be missing, and for administration of these funding programs in the region.

Comments from the committee:

Mark Lear presented comments from the City of Portland. With two of the comments already addressed in the proposal, four other comments were added:

- In HB 2017, the legislature designated an additional \$10 million for safety projects. The City of Portland believes that this allocation was intended to be consistent with the federal Highway Safety Improvement Program, which is jurisdictionally blind. The City of Portland request that the state-funded portion of ARTS be added to the federal funding, and go through the same allocation and grant process.
- In our region, the Fix-It Priority Corridors are exclusively interstates. By exclusively designating interstates for preservation funding, Portland is worried that this will result in the continued underinvestment in state-owned arterials. The City of Portland request that the Fix-It program include all state highways.
- Portland requests for reconsideration of the proposal to divide the Enhance program into separate Highway and Non-Highways funds. The concern is that these categories have not been clearly defined and that the separation of categories could lead to project silos. Additionally, we are unclear how multimodal projects that aim to build complete roadway sections will be treated.
- The City of Portland strongly support ODOT's recommendation to increase the funding allocation for the TGM program.

-Kelly Brooks thanked everyone for the feedback to ODOT. The agency is interested in the ability to invest in programs across a broad range in STIP programs. Providing these considerations to OTC was a parallel, learning process that was not in conflict with funding goals. Regarding Fix-It corridors, it was encouraged to look at how this was stated in the letter, with the outcome of the goal for project being more emphasized. ODOT has projects to address safety and will now be given the chance to address them with more resources.

-Karen Buehrig agreed with the support of TGM increased funding, continued investment in the pipeline of projects, and the ability to fund project development. It was recommended we look closely at safety and ARTS programs, which are important. It was unclear where decisions on programs are currently made and would recommend a more clear involvement of the ACTS; a decision making process from the state to the delivery of the ACTS.

-Eric Hesse supported ODOT's comments to further facilitate the discussion. The safety funding could be further clarified on project specifics. Validating the ability to balance funds with strategic plans could be incorporated in the comments. More specific information with the CMAQ programs would be helpful. The TGM and project development funding support make sense. TriMet appreciates the support to transit access programs.

-Don Odermott agreed with the framework comments presented from the City of Portland. Safety was the number one priority and should be identified as such. There seemed to be some confusion on clearly identifying state highways, and encouraged not pulling funding away from highways to address safety issues or scaling down these projects. Mark Lear agreed on the need for the OTC to clarify what

“highway” implies outside the freeway system. Don Odermott agreed that more funds for project development are needed.

-Nancy Kraushaar appreciated OTC willingness for engagement with agencies and partners on these issues. She expressed a desired outcome from the STIP is to be sure we don't lose bike/ped funding and off-road facilities, and for the ability to leverage funding for larger projects. She also expressed a need for funding projects like transit access for populations with mobility challenges and addressing safety concerns. The issue of highway/non-highway was also questioned. Regarding project development, questions raised were costs of projects and was this part of the MTIP.

-Phil Healy commented on the a past round of funding between the City and Port on an intermodal state facility as part of the state highway system, which raises questions on identifying qualifications for highway/non-highway funding projects.

-Erin Wardell had a process comment on how ACT was involved. She recommended that all TPAC recommendations go to ACT to avoid any conflicts between JPACT and ACT on recommended funding.

-Kelly Brooks added that all comments are being collected by ODOT, and all input is appreciated to improve the system for best results.

Ted Leybold summarized themes heard that would help form an outcome-based comment letter, providing options on how to allocate revenues to address program options.

- Interest in allowing and encourage investment in urban arterials
- Interest in allowing and encouraging funding for project development as well as TGM to allow capital investments to emerge successfully
- Seeking clarity in ongoing coordination with ACTS, MPOs and local jurisdictions to address unclear funding programs (i.e. Highway/Non-Highway) and better clarity on funding decisions
- Interest in projects and programs across the entire program allocations have shelf ready projects
- Interest in the region's ability to address greenhouse gas omission mandates
- Safety as a priority, whether as a stand-alone issue, or part of multi-mobility issues. Active transportation and regional trails could be included in this theme also.

Ted Leybold and Grace Cho outlined next steps with the comment letter. Early next week TPAC will receive a draft with these comments included for review. They will have the opportunity to add further comments to the letter before it is presented to JPACT for approval. The time is crucial to add input for OTC consideration. TPAC members expressed their appreciation and thanks to ODOT and Metro for coordinating these efforts.

8. Regional Transportation Technology Strategy (RTX)

Eliot Rose provided an update on the goals, content and process for Metro's emerging technologies strategy and how it relates to the RTP. Examples of emerging technologies include automated/connected vehicles, electric vehicles, shared mobility, intelligent transportation systems and traveler online applications. This technology is developing quickly, with an expected deployment of AVs in the region in 1-5 years.

Technology could create benefits (saving money, safer transportation option, less air pollution) as well as challenges (competing with transit, increasing vehicle trips and congestion, accelerating inequity). It also takes a different approach to planning. Becoming comfortable with unknowns ahead and collaborating with partner agencies and the private sector is required. Rose requested agencies and partner staff contact him to help build a network working on these technologies.

After reviewing technology strategies and collecting feedback nationally and locally, some lessons were learned:

- Lesson 1: Values don't change, challenges and tactics do.
- Lesson 2: We need a big-picture look *and* specific next steps.
- Lesson 3: Be honest about what we don't know.
- Lesson 4: Set the stage to test, learn and adapt.

Rose introduced the regional technology strategy as “RTX” (Regional Transportation X=Futuristic), with three components: impact assessment, policies and strategies, next steps for implementation. With new technology shaping transportation, we need to think creatively and develop new resources and new methods of planning and implementing projects—technology programs are going to look more like programs and less like projects. Next steps will be to develop policies and strategies around RTP goals; Rose gave an example with respect to transportation choices.

Comments from the committee:

-Glenn Koehrsen would like to see culture change addressed in the material, especially in the outlying areas of the region, as this will be a concern with emerging technology.

-Katherine Kelly would like to see more of emerging technology included in the RTP development phases. It appears this is taking the TSMO to a higher level, believes these plans are well laid out, and we are on the right track. What we could further address is integrating TSMO/RTO programs with these issues.

-Eric Hesse thought the approach looked promising. It would take strong tools and policies to get to our goals, and suggested that data from TriMet and others coordinate efforts to begin this work quickly. Climate Smart and TSMO programs could incorporate these strategies with priorities created now.

-Tyler Bullen agreed with the importance of rapid change to incorporate emerging technology in which for Portland the region to compete with other areas. Bullen asked what negative impacts technology was expected to have on transportation funding. Rose referred to a study by the U of O Sustainable Cities Institute on Municipal Finance studies that reviewed how technology could impact parking fees, enforcement revenues, and gas tax.

-Phil Healy mentioned that not only was this about people-focused movement, but that freight and goods movement will benefit from technology issues. Rose agreed and added that he has been working with Tim Collins on the Regional Freight Plan update, addressing economic development goals in this industry.

9. Regional Travel Options (RTO) Strategy Update

Dan Kaempff announced that two workshops have been held as part of the Regional Travel Options strategy. The next workshop is today (Sept. 29) on Safe Routes to School with 50 people signed up to attend. On Oct. 23 there would be two workshops; Regional Marketing Coordination from 8 a.m. to noon, and Engaging New Community Partners, from 1-5 p.m.

The timeline to update JPACT on the material in this meeting packet is October. A draft plan will be presented to TPAC and JPACT in November and December 2017.

10. Adjourn

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

Meeting minutes respectfully submitted by,



Marie Miller
TPAC Recorder

Attachments to the Public Record, TPAC meeting, September 29, 2017

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	8/25/17	9/29/17 TPAC Agenda	092917T-01
2	Work Program	09/25/17	2017 TPAC Work Program	092917T-02
3	Memo	09/12/17	To: TPAC and Interested Parties From: Ken Lobeck, Funding Programs Lead Re: FFY 2017 Annual Project Phase Slips and Issue Overview	091217T-03
4	2018 RTP Call for Projects	09/20/17	2018 RTP Call for Projects Handout, Project Map and Project List	092017T-04
5	TPAC Minutes from August 25, 2017	08/25/17	Draft Minutes from TPAC, August 25, 2017 meeting	082517T-05
6	Resolution 17-4844, Exhibit A, Staff Report, Attachment 1, 2	09/25/17	Resolution 17-4844 with Exhibit A, Staff Report and Attachments 1 & 2. FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO ADD AND AMEND MULTIPLE NEW HB2017 AWARDED PROJECTS, PLUS TO ADD OR AMEND 2018 MTIP PROJECTS THAT REQUIRE IMPLEMENTATION CORRECTIONS (SP17-02-SEP)	092517T-06
7	Resolution 17-XXXX, Exhibit A, and Staff Report	09/19/17	Resolution 17-XXXX with Exhibit A and Staff Report. FOR THE PURPOSE OF APPROVING AN INCREASED MULTI-YEAR COMMITMENT OF REGIONAL FLEXIBLE FUNDS FOR THE YEARS 2019-34, FUNDING THE DIVISION TRANSIT PROJECT, THE SOUTHWEST CORRIDOR TRANSIT PROJECT, ARTERIAL BOTTLENECK PROJECTS, ACTIVE TRANSPORTATION PROJECTS, AND ENHANCED TRANSIT PROJECTS, AND AUTHORIZING EXECUTION OF AN AMENDMENT TO INTERGOVERNMENTAL AGREEMENT AMENDMENT WITH TRIMET REGARDING THE INCREASED MULTI-YEAR COMMITMENT OF REGIONAL FLEXIBLE FUNDS	091917T-07
8	Memo	09/29/17	To: TPAC and Interested Parties From: Grace Cho, Ted Leybold, Tyler Frisbee RE: 2021-2024 STIP – MPO Input on Program Funding Levels	092917T-08
9	Draft Letter to OTC	Oct. 2017	Draft Letter to OTC on 2021-2024 STIP – MPO Input on Program Funding Levels	092917T-09
10	Memo	09/26/17	TO: TPAC and Interested Parties From: Eliot Rose, Senior Technology Strategist	092617T-10
11	Memo	09/22/17	TO: TPAC and Interested Parties From: Dan Kaempff, Principal Transportation Planner RE: Regional Travel Options Strategy Update	092217T-11

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
12	Draft Comments on the 2021-24 ODOT STIP Process	09/28/17	Draft Comments on the 2021-24 ODOT STIP Process Submitted by Judith Gray PBOT	092817T-12
13	Presentation	09/29/17	I-84 Multimodal ICM	092917T-13
14	Presentation	09/29/17	September 2017 MTIP Formal Amendment & Approval Request of Resolution 17-4844	092917T-14
15	Presentation	09/29/17	2021-2024 STIP – Discussion of MPO Input	092917T-15
16	Presentation	09/29/17	Metro's strategy for emerging technologies in the RTP and beyond: an overview	092917T-16
17	Presentation	09/29/17	2018 Regional Travel Options Strategy	092917T-17