



Meeting minutes

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

Date/time: Friday, November 17, 2017 | 9:30 a.m. to noon

Place: Metro Regional Center, Council chamber

Members Attending

Tom Kloster, Chair
Karen Buehrig
Chris Deffebach
Katherine Kelly
Eric Hesse
Phil Healy
Tyler Bullen
Alfred McQuarters

Affiliate

Metro
Clackamas County
Washington County
City of Gresham and Cities of Multnomah County
TriMet
Port of Portland
Community Representative
Community Representative

Alternates Attending

Jessica Berry
Mark Lear
Todd Juhasz
Jon Makler

Affiliate

Multnomah County
City of Portland
City of Hillsboro and Cities of Washington County
Oregon Department of Transportation

Members Excused

Joanna Valencia
Lynda David
Nancy Kraushaar
Don Odermott
Kelly Brooks
Rachael Tupica
Charity Fain
Heidi Guenin
Glenn Koehrsen

Affiliate

Multnomah County
SW Washington Regional Transportation Council
City of Wilsonville and Cities of Clackamas County
City of Hillsboro and Cities of Washington County
Oregon Department of Transportation
Federal Highway Administration
Community Representative
Community Representative
Community Representative

Guests Attending

Kevin Downing
Mandy Putney

Affiliate

Oregon Department of Environmental Quality
Oregon Department of Transportation

Metro Staff Attending

Ted Leybold, Resource Development Manager
Ken Lobeck, Funding Programs Lead
Dan Kaempff, Principal Transportation Planner
Marie Miller, TPAC Recorder
Kim Ellis, Principal Transportation Planner
Lake McTighe, Senior Transportation Planner
Grace Cho, Associate Transportation Planner

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

Chair Tom Kloster called the meeting to order at 9:30 a.m. and declared a quorum was present. Introductions were made by TPAC members, alternates, staff and guests attending the meeting.

2. Comments From the Chair and Committee Members

- **NTI State and Metropolitan Programming Workshop (Ken Lobeck)** Ken Lobeck announced that Metro has teamed up with the National Transit Institute (NTI) to hold a three-day State and Metropolitan Transportation Programming Workshop that covers the basics of MTIP and STIP programming. The cost of the workshop is free to local, state and federal government agency staff. Other non-government agency staff is \$650 for the registration. The workshop is limited to 35 participants, from January 23-25, 2018, held at Metro. Registrations are made online through NTI website: www.ntionline.com
 - **Comments from the committee**
 - Jon Makler announced that ODOT was recruiting for the “new” Kelly Brooks, who has started a new position as Assistant Manager with the City of Milwaukie. The position with ODOT now open will manage Policy and Development, working with planning, major projects, program funding and advising on policy and government affairs.
 - Eric Hesse announced that a contract was reached at TriMet with union members on a tentative settlement. The agreement was expected to be ratified soon that enables a stable workforce.
3. **Citizen Communications on Agenda Items - None**
4. **Consideration of TPAC Minutes for October 27, 2017**

MOTION: To approve the minutes of October 27, 2017 as presented.

Moved: Jon Makler Seconded: Todd Juhasz

ACTION: Motion passed unanimously, with one abstention: Jessica Berry.

5. MTIP Formal Amendment 17-4856

Ken Lobeck provided an overview of Resolution 17-4856 that authorizes a formal amendment to the 2018 MTIP consisting of five total projects. Of these, 2 official project cancellations occur from complications in building and delivering proposed Compressed Natural Gas (CNG) Fueling Centers resulting in declining the awarded ODOT Congestion Mitigation Air Quality (CMAQ) improvement funds. Also included is one new bridge maintenance/rehab project for the preliminary engineering phase for the I-5 Boone Bridge project initiated by ODOT. Two projects are being combined together (US30BY Lombard safety extension and US30BY at Fenwick, allowing for improved fund leveraging, and implementation of needed safety/preservation projects.

MPO CRF compliance requirement with public notifications and estimated Metro Council approval timeline was given. Staff recommends approval of Resolution 17-4856 to JPACT on this MTIP Formal Amendment.

- Comments from the committee:
 - Eric Hesse asked what why the decision was made to cancel the NCG project. Ken Lobeck explained that the more data was needed for CMAQ requirements in which to accept stipulations with the project, and that logistics made it difficult for project delivery.
 - Chris Deffebach asked where the CMAQ funding previously awarded CNG Fueling Center projects went. Ken Lobeck stated that once the projects were cancelled, funding is reprogrammed to other projects.

MOTION: To approve recommendation of Resolution 17-4856 to JPACT enabling the five identified projects to be added, canceled, or amendment corrected into the 2018 MTIP allowing final approval to then occur from USDOT for the listed projects:

Moved: Jon Makler Seconded: Eric Hesse

ACTION: Motion passed unanimously, with no abstentions.

6. TPAC Community Member Nominees

Chair Kloster reported on the recruitment of three new TPAC community members that will serve 2018-2020 positions, beginning in January 2018. Following interviews, the panel has submitted three named candidates and one alternate to the Council office. TPAC will be informed of the approved appointments by President Hughes in December, or January 2018 at the latest.

7. 2018 RTP Investment Strategy Update

Kim Ellis provided an update on 2018 RTP related work that is planned or underway, and the timing of upcoming discussions. In December 2016 and February 2017, the Council reaffirmed their direction to staff to use development of the 2018 RTP to clearly and realistically communicate our transportation funding outlook and align the financially constrained project list with updated financial assumptions. This direction included developing a pipeline of priority projects for the regional transportation system for Metro and other partners to work together to fund and build.

The Council also directed the RTP project list and RTP modal and topical strategies be developed in a transparent way that advances adopted regional goals, supports regional coalition building efforts, and emphasizes equity, safety and climate change. On May 30, the Council further directed staff to move forward with the 2018 RTP Call for Projects. Since May 30, staff continued to implement the adopted work plan and public engagement plan, consistent with previous Council policy direction.

Activities underway include:

- Call for Projects completed in August. An interactive map of the projects submitted for evaluation and public review is now available online. In addition, a summary and lists of the projects submitted can be downloaded from the project website at www.oregonmetro.gov/2018projects
- System level and transportation equity performance evaluation continues, with technical evaluation and preliminary findings.
- Assessment of the pilot project evaluation continues, with initial discussion planned at the Dec. 4 joint MTAC/TPAC/RTP Work Groups workshop. Proposed refinements to the project evaluation criteria will be brought forward for discussion by policymakers in early 2018 in advance of the second call for projects and final evaluation.
- Goals, objectives, performance targets and policies review underway. Recognizing this RTP update has an increased focus on addressing safety, equity and climate change, the adopted work plan calls for the policy framework to be reviewed and updated to more fully address these and other issues of concern identified through the process.
- Financially constrained funding assumptions updates to reflect House Bill 2017 underway. Staff will participate in an ODOT-led working group tasked with updating the state transportation revenue forecast. An updated forecast is anticipated in spring 2018.
- Update to RTP implementation chapter to begin in 2018. This chapter outlines future studies and other work needed to advance implementation of the RTP or resolve issues that could not be fully addressed during the update.
- Development of a transportation recovery and disaster preparedness element underway.
- Development of the Regional Transit Strategy continues, with work to develop a draft strategy, update the System Expansion Policy and define Enhanced Transit Concept (ETC) pilot corridors to advance to project development funded by the 2019-21 Regional Flexible Funds Allocation (RFFA).
- Updates to Regional Transportation Safety, Freight and Designing Livable Streets and Trails Guide continue.
- Development of a policy framework and strategy for emerging transportation technologies.

In addition, planning for 2018 public engagement and outreach activities are underway. In Jan. 2018, the draft investment priorities submitted by agencies along with findings from the evaluation will be shared with the general public for input during a planned 30-day comment opportunity. The fourth (and final) Regional Leadership Forum is planned for Friday, March 2, 2018. Policy makers will be asked to provide additional policy direction to staff on refining the RTP project priorities and policies.

Comments from the committee:

- Eric Hesse recognized the need to do more, but wanted more details on the performance measures that showed key indicators of significance. Depth of understanding what these measures meant for decision making seems to be missing.
- Jon Makler requested that the materials with this much information be sent to TPAC and other committees in more time than 5 business days. The timeline does not allow for enough review.
- Chris Deffebach reported that Washington County made available to committees a report from ODOT on gas taxes, broken out by cities, with revenue/capital operating funds estimated. With a 20-year forecast underway, it would be helpful to include this information to vetted projects also. A question on 2 public comments periods was asked for clarification. Kim Ellis explained that the pre-draft RTP beginning in January focused on projects and the mix of investments, and a second public comment period on the Draft RTP as a whole would be later in the year. Clarification was also asked on policy goals in the RTP. Kim Ellis stated that this would be included as Chapter 2 of the plan. There would be two sections; one separating out goals and objectives, and one for system outcomes. A new section on safety, equity and climate smart policy will also be included in the plan. These will be brought to TPAC in January 2018.
- Katherine Kelly agreed that more time is needed to review the performance outcomes. Moving forward with a broader discussion, time to process this much information is needed. Kim Ellis clarified that the Dec. 4 workshop would focus on initial results of the overall RTP system and equity evaluation. At the TPAC Dec. 15 meeting, system level evaluations will be presented. Kelly asked when revision opportunities would happen for the RTP. Ellis reported that during spring 2018 identified projects and shift changes in projects would be incorporated. Kelly agreed on finding the right context to show accurate assumed percentages with the gas tax increases in the perspective with planned projects. While this is challenging given different circumstances yearly, there is a need to demonstrate adequately maintaining the system. It was asked how the work with technology and the work that Eliot Rose, Technology Strategist would play into the initial performance measures and outcomes. Ellis reported that Rose is currently working on identifying policy perspectives and how to interface with RTP issues in our region. Over the winter, he will be looking at potential impacts with technology and transportation issues, mapping out future work for opportunities for grants and research. A topical area in the policy chapter of the RTP could be included.
- Tyler Bullen commented on a good one-pager for simplistic information to describe the data. A suggestion for naming categories funded/not funded would further clarify materials.
- Eric Hesse commented on the recent TriMet AV grant with similar testing and the challenge of testing data in a tough timeline for policy direction. Climate Smart figures indicates a different direction with revenue hours hard to show if investment are in line with policy. Climate Smart was based on 2040 constrained RTP funding estimates with the focus on the transit side. More discussion is needed on how to do more strategically with TSMO and RTO programs.

8. Draft Regional Transportation Safety Strategy

Lake McTighe provided an overview of the technical review draft of the 2018 Regional Transportation Safety developed by the Technical Work Group. The technical review draft includes the following elements (either updating the 2012 plan or new):

- Updated policy context (Chapter 1)

- New regional safety targets and policies (Chapter 2)
- Updated key findings from 2011-15 crash data analysis (Chapter 3)
- Updated strategies and actions (Chapter 4)
- New chapter on implementation (Chapter 5)
- New annual performance targets and system evaluation measures (Chapter 6)

The 2018 Regional Transportation Safety Strategy updates the 2012 Regional Transportation Safety Plan with a public health and social equity perspective and using a Vision Zero framework which emphasizes a safe systems approach where:

- The focus is on preventing traffic deaths and severe injuries
- Traffic deaths and severe injuries are assumed to be preventable, and no loss of life is acceptable.
- Human failing is integrated into the approach, so that even when mistakes are made the transportation system is forgiving and do not result in death or life changing injuries.
- Saving lives is not considered expensive, and in fact saves money.

The Technical work group has concluded meeting. McTighe asked that TPAC members send additional comments on materials presented at this meeting to staff by Dec. 18. Refinement and finalization of the 2018 Regional Transportation Safety Strategy will be guided by the Metro Council, Metro's technical and policy advisory committees TPAC, MTAC, JPACT and MPAC, and public comments. The Metro Council will consider adoption of the final strategy in Dec. 2018.

Comments from the committee:

- Jon Makler commented on the concern of not showing a clear direction from this much data in the Safety Report. The time to evaluate findings and review with JPACT the process of investments to achieve vision zero may not give desired outcomes. The data shows a snapshot of existing conditions, not a projection. Good strategies have been identified, but the performance measures do not necessarily provide projected outcomes. JPACT may have challenges shifting investments to priorities that address safety issues on projected measures.
- Tyler Bullen asked for more explanatory language in the charts and technical reporting, which Lake McTighe confirmed would be addressed.
- Karen Buehrig commented on the great work and participation of the safety group. Adding more focus on positive activities could be included in the report. Updates from jurisdictions on Regional Transportation Systems (RTS) could also include safety action plans. Getting people to drive the posted speed on roads could be included not only on tables, but in the text of the report was suggested. Adding street lighting, tree placements and other objects that interface with safety could be included in the report. Choices made on routes to slow traffic impact the balance with other roads in the system. On the context of narrow roads impact to safety, Lake McTighe added the language in the report addresses safety effectiveness to bike/walking lanes.
- Mark Lear appreciated the inclusion of equity in the report. It would help to better define what the public wants regarding safety; vision zero is different from public safety and personal security.
- Katherine Kelly agreed with the behavioral vs. perception issues for safety. It was suggested to follow the Safe Routes to Schools examples with 5 'E's' for consistent messaging for public categories. Pointing to page 22 in the technical draft, it was suggested to show the chart with more emphasis on "per capita" marking Gresham with the second highest serious crash rate.
- Chris Deffebach asked how in the map on page 16 was reported for "weighted crash scores". Lake McTighe explained that the technical document describes a more complete methodology. A higher weight score was given to fatal and severe crashes, with high injury. Recognizing that not all arterials are the same, the focus of the map provides a focus on fatalities.

- Eric Hesse appreciated the comparisons with urban areas data vs. other states in the report. TriMet is having the same discussions with capacity to provide safety for the public with growing transit needs for safety and security.
- Tyler Bullen asked why gender identification was included in the report, suggesting this might not be needed.

The committee was introduced to Metro's new Deputy Director of Transportation Planning, Margi Bradway. TPAC and JPACT will be seeing her often at meetings, and the staff is excited at having her guidance with interest and knowledge on regional transportation issues included with our discussions.

9. Designing Livable Streets and Trails Guide Update

Lake McTighe provided an update on the progress with the Designing Livable Streets and Trails Guide. Metro is updating regional street design guidelines – the Creating Livable Streets, Green Streets and Trees for Green Streets handbooks – as part of the update of the 2018 Regional Transportation Plan. The updated handbooks will be consolidated into one handbook, the Designing Livable Streets and Trails Guide, which will include new regional trail design guidance.

The technical work group has completed the Annotated Outline of the Guide, which identifies the overall structure and topics that will be covered in the Guide. The next phase of the project, beginning in early 2018 will be to complete the content for the Guide.

McTighe provided more detail on the Annotated Outline Overview:

- The content will be a combination of existing material from existing regional design guidelines (and with reference to the Green Trails and Wildlife Crossings guides which are not being updated) and new information from current policies and best practices.
- As opposed to individual handbooks, all of the content will combine into one Guide to emphasize the interrelatedness of the elements (different modes, storm water management, street trees, habitat protection, etc.). Additional online resources will support implementation.
- Realistic examples and case studies and a decision making framework will support implementation in constrained environments and with limited funding.

In addition to development of the Guide and online resources, the project will be reviewing and updating the Regional Design Classification Map. It is anticipated that the Guide and additional resources should be substantially completed by the end of 2018. McTighe asked that TPAC members send additional comments on materials presented at this meeting to staff by Nov. 30.

Comments from the committee:

- Katherine Kelly noted that Gresham has a clear code definition between trails and paths. Trails are defined as not open 24/7, and not federally funded. It was noted the exact language and identification in the handout are still under review.

10. ODOT Value Pricing Feasibility Analysis Briefing

Mandy Putney with ODOT presented information on the Portland Area Value Pricing Feasibility Analysis. Strong growth in the region is impacting transportation. From 2014-15 the Portland area grew by 30,761 people. In addition, 35,800 jobs were added to the region. Peak congestion periods are getting longer and encroaching into the middle of the day. Trips are taking longer, impacting passenger vehicles, public transportation and freight movement.

With the passage of House Bill 2017, ODOT is taking a comprehensive approach to congestion relief for bottleneck relief, freight rail, transportation options and value pricing, which is new in the strategy list. Types of value pricing being evaluated include bridge/highway time of day tolling, and managed/priced

lanes. Tolling is based on transportation demand, encouraging people to take alternative travel modes. Managed lanes are express lanes, with carpooling single lane options.

Federal law generally prohibits tolling on the interstate with limited exemptions; Bridge reconstruction/replacement that is program eligible to include tolls, new through lanes, and HOV to HOT conversions. With state policy on value pricing, OTC has authority to establish tollways and toll rates. Toll revenues are subject to Oregon Constitution, and revenue must be spent on roadways. Oregon does not prohibit local governments from imposing local tolls.

A Policy Advisory Committee has been formed to advise OTC on a proposal, to be submitted by the end of 2018. The Committee is tasked with finding the best location(s) to implement value pricing to reduce congestion on I-5 and I-205 in the Portland region, what type of value pricing to implement, and what mitigation strategies to evaluate further.

The Value Pricing Policy Advisory Committee members include City, State, Federal, Port, business and transportation organizations. For consideration in discussions, the committee will evaluate:

- Revenue and cost
- Traffic operations improvements
- Diversion of traffic
- Adequacy of transit service
- Equity impacts
- Impacts on the community, economy, and environment
- Public input
- Consistency with state law and policy
- Feasibility under federal law
- Project delivery schedules
- Others, if determined by Policy Advisory Committee

Putney shared an estimated planned timeline with the project. The committee meets for the first time on Nov. 20 to discuss goals and objectives. Their next meeting will be to finalize objectives. During summer 2018 the committee will present a proposal to OTC with a recommendation for federal review. As more progress is made updates will be placed on the website: oregon.gov/ODOT/Pages/Value-Pricing

Comments from the committee:

- Eric Hesse asked the direction of the timeline for approval with the submission to FHWA from OTC. Mandy Putney confirmed that the FHWA and state language differs, but it is anticipated the submission to FHWA outlining where implementation for best feasibility on value pricing will move forward following discussions planned. More analysis on environmental, traffic and revenues, and possible mitigation issues are planned. HB 2017 requires reports back prior to the submission to FHWA. OTC has tolling authority, and if the submission is approved, will move forward with many more legislature conversations.
- Mark Lear asked if more details were known with the first six months in the timeline on diversion impacts, and how they might be addressed. Mandy Putney explained that first step considerations would help identify where traffic diversions occur and if need for diversion on traffic applies to traffic routes. Once first round of discussions happen, changes can be made on assumptions. The concerns on neighborhoods and arterials with revenues will be included in these discussions.
- Jessica Berry asked if the toll revenues would need to be spent on ODOT roadways alone, and/or stay in the area where the toll funding is raised. The constitution does not specific

exact locations, but highway funds are restricted for use on highways. More discussion was held on the timeline of the OTC meetings and what would be discussed. First rounds will focus on considerations, and then delve into a full range of concepts from full corridors to segments.

11. Volkswagen Diesel Emissions Settlement

Kevin Downing, Oregon Department of Environmental Quality, provided an overview of the Volkswagen Diesel Emissions settlement agreement. Volkswagen agreed to a nationwide settlement deal of \$2.9 billion to address diesel air pollution emitted by Volkswagen passenger vehicles. The 2009-2015 models had emissions control defect devices which violated motor vehicle emissions rules. As a result of the settlement Oregon is slated to receive approximately \$72.9 million to address the reduction of diesel emissions from transportation sources.

The initial allocation to the state of Oregon, with the Oregon DEQ being the implementing agency, of \$72.9 million, is based on registration share of VW diesels by state. The funds are to be used over a ten year period to support a defined list of projects intended to offset (mitigate) the excess air pollution created by VW's cars.

Eligible mitigation projects to reduce diesel pollution include:

- Scrap and replace old diesel vehicles or engines in medium and heavy-duty trucks, transit buses, school buses and switcher locomotives;
- Scrap and replace old diesel engines in tugboats/ferries, airport ground support equipment and cargo handling equipment;
- Provide shore power for ocean-going vessels while at dock;
- Provide publicly available light duty vehicle electric charging or hydrogen fueling infrastructure

States can also decide to use funds (the DERA Option) for a more expansive list of diesel emission reduction projects allowable under EPA grant guidelines including exhaust retrofitting, non-road vehicle replacement and truck stop electrification. The Oregon Legislature provided authority to replace or retrofit at least 450 school buses. Consideration of other eligible actions will follow.

In the School Bus Plan, 450 is the estimated number of older diesel buses that would still be in the fleet by 2025, that state's target year to eliminate polluting diesel school buses. Buses for the program would be selected among those districts holding buses in the median model year of the Oregon fleet; 2003 model year. From this pool of vehicles DEQ would offer funding to school districts to scrap/replace or retrofit exhaust controls until the target of 450 buses was reached. More information on the Volkswagen Diesel Settlement can be found at www.oregon.gov/deq/aq/programs/Pages/VW-Diesel-Settlement.aspx

12. Adjourn

There being no further business, meeting was adjourned by Chair Kloster at 12:00 p.m.
Meeting minutes respectfully submitted by,



Marie Miller
TPAC Recorder

Attachments to the Public Record, TPAC meeting, November 17, 2017

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	11/17/17	11/17/17 TPAC Agenda	111717T-01
2	Work Program	11/13/17	2017 TPAC Work Program	111717T-02
3	Memo	11/13/17	To: TPAC and Interested Parties From: Ken Lobeck, Funding Programs Lead Re: NTI State and Metropolitan Transportation Programming Workshop at Metro	111717T-03
4	Flyer	11/13/17	National Transit Institute, State and Metropolitan Transportation Programming Workshop, Jan. 23-25, 2018	111717T-04
5	Meeting Minutes	10/27/17	TPAC Oct. 27, 2017 meeting minutes, draft for approval	111717T-05
6	Resolution 17-4856	11/13/17	Resolution 17-4856 For the purpose of adding or amending existing projects to the 2018-21 MTIP involving 5 projects requiring programming additions, corrections, or cancellations impacting Metro, ODOT, and Portland	111717T-06
7	Exhibit A to Resolution 17-4856	11/13/17	Exhibit A to Resolution 17-4856, 2018-21 MTIP Formal Amendment	111717T-07
8	Staff Report	11/13/17	Staff Report from Ken Lobeck, Funding Programs Lead Re: Nov. 2017 MTIP Formal Amendment plus Approval Request of Resolution 17-4856	111717T-08
9	Handout	October 2017	2018 Regional Transportation Plan Call for Projects	111717T-09
10	Memo	11/8/17	To: TPAC and Interested Parties From: Kim Ellis, RTP Project Manager Re: 2018 RTP Investment Strategy Development and Evaluation	111717T-10
11	Memo	11/17/17	To: TPAC and Interested Parties From: Lake McTighe, Senior Transportation Planner Re: Overview of technical review draft 2018 Regional Transportation Safety Strategy	111717T-11
12	Attachment 1	11/17/17	2018 RTP, Roster for Safety Technical work group	111717T-12
13	Attachment 2	11/17/17	2018 RTSS Technical Draft, Table of Contents	111717T-13
14	Attachment 3	Nov. 2017	Draft Metro State of Safety Report	111717T-14

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
15	Memo	11/9/17	To: TPAC and Interested Parties From: Lake McTighe, Senior Transportation Planner Re: Update on 2018 RTP Transportation Design – Designing Livable Streets and Trails Guide	111717T-15
16	Attachment 1	11/9/17	2018 RTP Roster for Technical Design Work Group	111717T-16
17	Attachment 2	11/9/17	Metro Designing Livable Streets and Trails Guide Draft Annotated Outline	111717T-17
18	Attachment 3	10/28/17	Meeting minutes of RTP Transportation Design work group meeting #2	111717T-18
19	Memo	11/17/17	To: TPAC and Interested Parties From: Grace Cho, Associate Transportation Planner Re: Volkswagen Diesel Emissions Settlement	111717T-19
20	Handout	4/19/17	Fact Sheet: VW Diesel Settlement	111717T-20
21	Presentation	11/17/17	November 2017 Formal MTIP Amendment & Approval Request of Resolution 17-4856	111717T-21
22	Presentation	11/17/17	2018 Regional Transportation Plan	111717T-22
23	Presentation	11/17/17	Technical Review Draft: 2018 Transportation Safety Strategy	111717T-23
24	Presentation	11/17/17	2018 RTP Update: Designing Livable Streets	111717T-24
25	Presentation	11/17/17	Portland Area Value Pricing Feasibility Analysis	111717T-25
26	Presentation	11/17/17	VW Settlement Decree: Oregon Mitigation Fund Plan	111717T-26