



Meeting minutes

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

Date/time: Friday, May 4, 2018 | 9:30 a.m. to 12 p.m.

Place: Metro Regional Center, Council chamber

Members Attending

Tom Kloster, Chair
Karen Buehrig
Chris Deffebach
Mark Lear
Nancy Kraushaar
Katherine Kelly
Don Odermott
Phil Healy
Rachael Tupica
Tyler Bullen
Glenn Koehrsen

Affiliate

Metro
Clackamas County
Washington County
City of Portland
City of Wilsonville and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
Port of Portland
Federal Highway Administration
Community Representative
Community Representative

Alternates Attending

Jessica Berry
Jon Makler
Tom Mills
Jason Gibbens

Affiliate

Multnomah County
Oregon Department of Transportation
TriMet
Washington State Department of Transportation

Members Excused

Mandy Putney
Joanna Valencia
Lynda David
Kelly Betteridge
Cory Ann Wind
Carley Francis
Alfred McQuarters
Maria Hernandez
Emily Lai
Beverly Drottar

Affiliate

Oregon Department of Transportation
Multnomah County
SW Washington Regional Transportation Council
TriMet
Oregon Department of Environmental Quality
Washington State Department of Transportation
Community Representative
Community Representative
Community Representative
Community Representative

Guests Attending

Jason Waters
Dwight Brashear
Nicole Hendrix

Affiliate

City of Sherwood
SMART, City of Wilsonville
SMART, City of Wilsonville

Metro Staff Attending

Kim Ellis, Principal Transportation Planner	Jamie Snook, Principal Transportation Planner
Lake McTighe, Senior Transportation Planner	Ken Lobeck, Funding Programs Lead
Grace Cho, Associate Transportation Planner	Cindy Pedersen, Research & Modeling Manager
John Mermin, Senior Transportation Planner	Marie Miller, TPAC Recorder

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

Chair Tom Kloster called the meeting to order at 9:30 a.m. A quorum was called and introductions were made.

2. Comments From the Chair and Committee Members

- **Enhanced Transit Concept** (Jamie Snook) Ms. Snook provided an update on the Enhanced Transit work. Metro and TriMet are issuing the ETC Request for Interest (RFI) today. As a reminder, Metro and TriMet worked with local agencies to identify potential ETC hotspots to focus on based on reliability and ridership on our existing and planned frequent service lines. The segments or hotspots that were performing the worst on reliability and had the highest ridership were then taken through a series of workshops.

We are asking local agencies that participated in the ETC workshops to submit projects they are interested in pursuing further through the RFI. Ms. Snook offered hard copies to those interested. The RFI would be sent out in email as well. Proposals are due June 15. If there are any questions or concerns contact Ms. Snook. There will also be a pre-app type meeting scheduled in a couple of weeks to answer questions and provide guidance.

In answer to a question on areas of the projects, Ms. Snook provided information on the intent to improve transit speed and reliability on the existing and future frequent service, with pilot projects limited to those that went through the workshop or jurisdictional considered. The list of projects and locations for further refined as we move forward with the RFI. For further information, contact Jamie Snook.

- **UPWP & Amendment Quarterly Reports** (Ken Lobeck) Mr. Lobeck provided quarterly reports for the second quarter FFY 2018 MTIP Amendment Report, and third quarter SFY 2017-18 UPWP Summary Report. In the MTIP Report, a total of 88 MTIP amendments were approved and 50 Administrative modifications approved with 34 formal amendments. A total of 13 regionally significant UPWP projects were listed on the UPWP Summary Report. One study activities have been completed and the project will be removed from the UPWP Regionally Significant list. ODOT has approved a new study focusing on Inner Powell Boulevard. The study was mandated by HB2017 and will be added to the UPWP Regionally Significant project list. For further information, contact Ken Lobeck.
- **Update on 2018 RTP System Maps Review** (John Mermin) Mr. Mermin provided information on Metro staff review of RTP project list reconciling against the RTP system maps. As a reminder, projects in the 2018 RTP must be located on a facility designated on at least one of the RTP System maps (arterial/throughway [motor vehicle], transit, freight, bicycle or pedestrian) and/or located in a 2040 designated area to be included in the project list.

Through the initial 2018 RTP call for projects ending in July 2017, agencies submitted 171 projects in the “Roads and Bridges” investment category that are not currently designated on the Motor Vehicle System map. Metro staff reviewed the 171 projects and made an initial assessment of whether

- The roadway the project is located on should be designated on the RTP Motor Vehicle System map;
- Or whether some other step should be taken – add the facility to bike or pedestrian maps (and change category of project to Active Transportation), or remove project from RTP
- Some projects indicate that further review with jurisdiction is needed.

Metro staff have asked agencies to respond to the recommendations made (attachment 2 in the packet) by May 21, 2018 for inclusion in the public review draft of the 2018 RTP. For further information, contact John Mermin.

- **Update on 2018 RTP Project List Refinements** (Kim Ellis) Ms. Ellis noted a handout with the updated schedule of committee briefings through the end of the year leading to the proposed adoption of the RTP in December. A brief update on the RTP project list of refinements was provided. Staff is now in the process of reviewing what has been submitted. More details of the evaluations on different investment categories, coding models and GIS base systems will be shared with TPAC in early June, prior to the public review at the end of June. Ms. Ellis thanked the agencies and jurisdictions for their work on the projects. Metro Council appreciates the direction and goal focus. For more information, contact Kim Ellis.
- **USDOT Notice of Funding Opportunity with Better Utilizing Investment to Leverage Development (BUILD) Grants** (Grace Cho) Ms. Cho announced on April 20, USDOT released of the notice of funding opportunity for the-BUILD (formerly TIGER grant program). Applications are due on July 19, 2018. Jurisdictions were asked to keep the MPO informed if they are planning to apply. Metro can provide a letter of support and check that certain eligibility requirements have been met.

Rachael Tupica added that webinars about the BUILD grant are scheduled at the end of this month. She will provide Metro staff links to these to send out. Katherine Kelly asked if there were plans to coordinate and prioritize endorsement with Metro committees and the region on these grants. Ms. Cho responded endorsement will depend on the number of applicants. Mark Lear commented ~~on~~ the City of Portland is looking at a BUILD grant with a possible focus on ITS smart signal improvements. Portland is also interested in talking with partners at what might be possible on routes outside the city as well. It was requested Metro coordinate a meeting of TPAC-to investigate and develop partnership projects could be arranged. Karen Buehrig speaking on behalf of Clackamas County mentioned they are looking at something appropriate for rural areas and asked for clarity on the MPO process, for projects not in the MPO, but in Region 1. Jon Makler mentioned the announcement highlighted the focus on rural, industrial access, port access and railroad projects scoring well on these grants.

3. Public Communications on Agenda Items - None

4. Consideration of TPAC Minutes from April 6, 2018 and April 20, 2018

Corrections were made prior to a motion on these two TPAC minutes.

TPAC Minutes, April 6, 2018 (corrections)

1. Katherine Kelly was noted as being present at this meeting.
2. Page 3, agenda item #5, under comments from the committee 3rd bullet, "DVE" changed to "DBE" (disadvantaged business enterprise).

TPAC Minutes, April 20, 2018 (correction)

1. Page 5, agenda item #9, second paragraph, change "In-lieu of separate competitive application processes to allocate state funds...." To read "In order to allocate state funds....."

MOTION: To approve the minutes from April 6 and April 20, 2018 with corrections noted.

Moved: Jon Makler

Seconded: Katherine Kelly

ACTION: Motion carried with one abstention, Nancy Kraushaar.

5. MTIP Formal Amendment Resolution 18-4890

Ken Lobeck provided information on MTIP Formal Amendment Resolution 18-4890 that would add or amend existing projects to the 2018-21 MTIP program involving five projects impacting ODOT and the City of Sherwood. Mr. Lobeck provided an overview of the five projects.

I-205: Stafford Rd to OR 99E

Project Description: Widen and seismically retrofit the George Abernethy Bridge, retrofit or replace the other seismically vulnerable bridges in the project corridor, widen the freeway to 3 NB and 3 SB lanes between Stafford Road and OR99E, and modify interchanges at OR 43 and OR99E to conform to the additional freeway lanes and add Active Traffic Management (ATM) elements.

Amended Changes: Adding Funding; Amendment adds \$14 million to the PE phase in 2018, and increases programming from \$15 million to \$29 million.

Cedar Creek/Tonquin Trail: OR99W – SW Pine Street, Sherwood

These are two projects: UPWP Project Area Study, and Implementation project with 2 primary segments.

Project Description: Unexpended funding from 18280 (UPWP) to be transferred to 18026, and proposes construction of a multi-modal travel along the Cedar Creek corridor between SW Alexander and Pine Street.

Amended Changes: Scope Change: Adds funding from UPWP study in Key 18280 to key 18026, enhances trail design of Cedar Creek segment, and drops Oregon Street segment from scope due to design conflicts.

Region 1 High Friction Surface Treatment

Project Description: Pilot program to reduce the severity and frequency of wet roadway surface condition crashes. The treatments are to be tested at locations where there have been high numbers of roadway departure crashes due to wet roadway conditions. Up to 11 locations proposed to receive treatment.

Amended Changes: Cost Increase/Scope Expansion: Additional Section 164 funding determined available for project, adds Section 164 funding increasing programming to \$565,246, and enables number of site locations to increase potentially to 11.

Inner Powell Blvd. Cost to Upgrade Study

Project Description: Study the cost to upgrade and transfer the portion of SE Powell Boulevard from the intersection with SE 9th Avenue to the intersection with Interstate 205 to the City of Portland consistent in meeting with ODOT state of good repair, required under HB2017 to complete. This project falls solely within Portland limits. It was noted that the Powell Blvd. Improvement Project now underway is different from this new project.

Amended Changes: Add New Project: Adds \$2 million to complete the study for project. To be added to the UPWP Regionally Significant project list for quarterly reporting to FHWA.

Mr. Lobeck reviewed the compliance requirements and estimated timeline. Staff recommends TPAC approve recommendation of Resolution 18-4890 to JPACT.

Comments from the committee:

- Nancy Kraushaar commented on the I-205 project between Oregon City and Stafford that while considering designing projects, not to preclude transit options. There may be a potential of bus service in this area including High-Capacity transit choices. Transit options should be included in designs especially with future local and regional transit connections. Jon Makler agreed and will report this to ODOT staff. Also recommended are sharing this “shall not preclude”

language with jurisdictions, advisory committees and OTC. Consideration of design work with projects not to preclude transit options with further proposed transportation funding should be contained in the project description, and be included in the edits with the motion.

- Rachael Tupica asked for clarification on the I-205 project, and what phases of the project were allowable with which funds. Jon Makler and Ken Lobeck noted that the amendment complies with funding requirements for PE for planning and project development. Per page 3 of the staff report, “Current programming totals \$15 million for pre-NEPA project development activities. Through this amendment, an additional \$14 million from remain JTA allocated funding to the Sunrise corridor is being committed in support of Preliminary Engineering activities. ODOT is currently in the process of closing out several Sunrise projects and has identified approximately \$21,400,000 in Jobs and Transportation Act (JTA) funds remaining. Adding funding to support PE phase activities is allowable at this time to be added to the project.”

Mr. Lobeck will clarify the purpose of the funding specific to this project before presenting to JPACT, and be included in the edits with the motion. ODOT commends the exemplary work done by Mr. Lobeck with arrangements of the project to comply with funding requirements, monitoring regulations and moving the project forward.

- Chris Deffebach asked why the OR219 at Laurel, Midway and I-84 at Fairview Ramps (Project #4) was renamed, and where the locations for this would be found. The naming change is due to required High Friction Surface Treatment projects being identified, and for flexibility in the name as projects are dropped or added. The full description of the project sections and map were shown in the staff report.

MOTION: To approve recommendation of Resolution 18-4890 to JPACT with discussed edits included.

Moved: Chris Deffebach

Seconded: Jessica Berry

ACTION: Motion carried unanimously.

6. Regional Flexible Funds Allocation (RFFA) Active Transportation Project Development Funds Allocation

Lake McTighe provided an overview of the proposed RFFA Active Transportation Project Development Funds Allocation, to endorse the eleven projects identified by local jurisdictions and regional partners to receive project development funding. The Clackamas, Multnomah and Washington County Coordinating Committees have formally endorsed the projects, as well as the City of Portland.

Metro Council and JPACT approved use of \$2 million in locally bonded Regional Flexible Funds to use for project development to help prepare a pipeline of active transportation projects and better position the region to win federal, state and local transportation funds. Metro allocated \$1.7 million of the regional flexible funds for active transportation project development; the remaining \$300,000 will be used to conduct a cost benefit analysis of the region’s investment priorities in active transportation and develop a baseline development assessment of those projects.

Metro allocated the funding by population for each of the sub-regions: City of Portland, Clackamas Counties and Cities, Multnomah County and Cities, and Washington County and Cities. To support development of a pipeline of projects and to identify potential projects to receive the project development funding, Metro coordinated a process with regional partners to identify \$600 million of regionally significant active transportation projects that provide access to transit and jobs, increase pedestrian and bicycle safety on high injury corridors, increase Safe Routes to School, and provide

transportation options in congested corridors for all people in the region and for people of color and people with lower income.

The sub-regions, Metro, ODOT, TriMet, SMART and Coordinating Committees used criteria to help identify projects to receive the funding:

- Leverages for local funds
- Feasibility
- Equity
- Safe Routes to School
- Access to jobs and transit
- Access to parks and natural areas
- Safety
- Design
- Options to congestion
- Helps complete regional system

A total of eleven projects were identified, spanning each of the counties and the City of Portland. Project proposals and draft scopes of work were provided in the packet. Several of the project sponsors added local funds to the project, leveraging regional funds and adding an additional \$594,000. JPACT will be asked to consider TPAC's recommendation on the endorsement of the list of projects at their May 17th meeting. Metro will then begin the process to finalize Intergovernmental Agreements (IGA) with project sponsors. Metro seeks to have the project development tasks completed by the target date of January 2020. Metro is asking for TPAC recommendation to JPACT to endorse the eleven active transportation projects identified by local jurisdictions and regional partners to receive project development funding.

Comments from the committee:

- Chris Deffebach commented on the process with project development allowing to work on details. Moving forward, would there be a tracking system for the projects as pilot projects so that less amendments would be needed later; a learning opportunity. A question was asked of the \$300,000 set aside for cost benefit analysis. The cost analysis is designed to study the region's investment priorities with Active Transportation over the next 10 years, and develop a baseline development assessment of those projects. The eleven projects and future active transportation projects would be in the cost analysis.
- Katherine Kelly referred to page 3 of the memo. Gresham has a local match of \$107,000, making the next column for Total Project Development Cost be \$207,000. It was suggested to remove the "Total" from the column.
- Tyler Bullen asked if all the projects were 30% design costs. Each project is different with approach to phase of design and costs. The last column in the table provides the estimated total project cost, once fully constructed. The projects are not fully funded yet, but will be in better position to seek additional funding through this process.
- Nancy Kraushaar appreciated the effort on this process and the collaboration from all jurisdictions. With small amount of funding, many benefits are being produced. Ms. McTighe added that more projects are being developed in the pipeline with active transportation.

MOTION: To approve recommendation to JPACT to endorse the eleven active transportation projects to receive project development funding.

Moved: Nancy Kraushaar

Seconded: Katherine Kelly

ACTION: Motion carried unanimously.

7. MPO-Transit-ODOT Financial Forecast, 2021-2024

Grace Cho and Ken Lobeck provided a recap of the presentation from April 20 TPAC meeting with updates on 2021-24 MTIP Financial Forecast. The committee was reminded that MTIP represents the first 4-year investment strategy of the RTP. The forecast is part of demonstrating fiscal constraint, which is one of Metro's federal requirements as an MPO. Grace and Ken stressed the forecast presented today is a high level estimates which incorporate a number of revenue assumptions because of information gaps, etc. Looking ahead, as more information comes to light on revenue streams and once we have more information, we can discover the difference/gaps on estimated revenues and work with our partner agencies to find the best financial forecast meeting our expectations.

The 2021-2024 MTIP Revenue Summary (draft) was shown, totaling just over \$1.5 billion. This was also summarized in more detail in the handout. Staff also went over some of the issues to resolve including Federal revenue to ODOT for funding programs and other missing state funding programs, obligation appropriations updates and carryover balances. The revenue forecast will continue to be updated as the region gets closer to developing the 2021-2024 MTIP.

Comments from the committee:

- Karen Buehrig appreciated the work presenting the forecast and how it helps make sense of where revenues come and go. As we move forward with the transparency concept, this extra step in discussing the forecasting helps make decision-making easier.
- Chris Deffebach asked what specifically we use this information for, and how it relates to the RTP. Ms. Cho commented that this forecast is built from the RTP revenue assumptions. The MTIP is the first four year investment period in the RTP. We are at the front end of the MTIP process with this forecast. Mr. Lobeck added that RTP looks at the picture of the future, while MTIP develops revenue tied to programs. Both benefit with early forecasts and the study/updating of variable factors.
- Mark Lear suggested we provide clarity and definition with MTIP and STIP so that we don't have confusion on funding and programs. Better focus and coordination with partners on Federal funding can provide this clarity.
- Tom Mills asked for clarification on the differences between the table in the handout with HB2017 STIF funds estimated for TriMet, and the total in the summary listing State Revenues for HB2017 Specific, which included funding for ODOT programs. The correction will be made.
- Jon Makler suggested taking only the memo handout to JPACT with the one-page slide that reported the 2021-2024 MTIP Revenue Summary Totals. The spreadsheet handout could be provided if further details were needed. It would also be helpful to clarify the relevant meeting dates on the timeline with next steps. Differentiating between predictable/more certain funds as opposed to more variable and less known funding for programs was suggested.
- Rachael Tupica asked why it was necessary to provide funding code levels, as there are no planning regulations requiring this now. It was clarified that the program categories are significant for specification, but no individual programs codes are needed. Further clarification from Ms. Tupica provided the STIP Federal Highway and Transit funds approval process that includes issuing a Federal planning finding for compliance and recommendation collectively that speaks to this process. FHWA is looking at improvements at state level demonstration of fiscal constraint reporting and cooperation with MPOs as well. Ms. Tupica encourages continued work with quarterly STIP processes, communications with agencies and progress toward seeing statewide level consistency. Further clarification information on this was being sent today via email. Metro staff added that starting early with the forecast needs to come with an asterisk these numbers are presented with best assumptions, that later develop with adjustments.
- Chris Deffebach asked where in the MTIP forecast were the Fix-It funds listed. Metro staff responded these were included as a combination of State STBG Flex and other applicable federal revenue funding programs, which are formula allocations from FHWA directly to State DOTs. Federal

requirements for Fiscal constrained programs shows the revenue funds and the commitments that go with them. The way the state uses these funds is important for both Fix-It and Financially Constrained programs. More definition of these programs will be developed.

MOTION: TPAC to recommend to JPACT acknowledgement of receipt of the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) financial forecast, with preliminary estimates, one page reporting the 2021-2024 MTIP Revenue Summary Totals, including corrections in the table regarding HB2017 discussion, and memo to JPACT with edited timeline of meetings.

Moved: Jon Makler

Seconded: Karen Buehrig

ACTION: Motion carried unanimously.

8. South Metro Area Regional Transit (SMART) Budget Process & Proposed Program of Projects

Dwight Brashear and Nicole Hendrix from South Metro Area Regional Transit (SMART) provided an overview of their annual budget process and proposed program of projects. SMART is a department of the City of Wilsonville, with eight routes, providing service to 280,000 riders annually.

The SMART transit fund forecast FY 2018-19 proposed includes revenue from employer payroll tax, intergovernmental sources, passenger fares, investment income and TriMet for upkeep at Wilsonville Transit Center. The proposed revenue estimate total is just over \$6 million. Their budget will be presented for public comment, committee review and City Council for adoption, before the new fiscal year begins July 1.

Proposed program of projects:

Urbanized Area Formula: \$677,225

Capital Projects – Bus stop enhancements, new shelters and concrete pouring

Preventive Maintenance – Maintain quality of existing fleet

Technology – Integrated bus technology; Mobile app, APC units

Vehicles – Acquisition of six vehicles (CNG cutaways, electric bus, event and staff van)

Surface Transportation Program RFFA: \$218,020

SMART Options Program – Staffing for the Transportation Demand Management (TDM)

Program for Wilsonville employers, residents and visitors

STP Transfer: \$26,489

Marketing – Advertisements that highlight connections to Portland

Services for Seniors and Individuals with Disabilities

RideWise Travel Training – A partnership with Ride Connections to host a travel trainer at

SMART to provide free assistance on navigating fixed route transit

Special Transportation Fund – Medical Transportation for Seniors and Individuals with Disabilities

Bus and Bus Facilities: \$112,371

Bus and Bus Facilities – Purchase one 26' CNG cutaway

ODOT: \$555,200

Bus and Support Vehicle Replacements

CNG system update; expand the current CNG fueling station

Low and No Emission Vehicle: \$1,450,000

Zero Emission Vehicle Program; Acquire two battery electric buses and supporting services/Equipment

Comments from the committee:

- Don Odermott asked what the employer tax rate was for SMART. This was revenue rate was .005%, last raised in 2008.

- Nancy Kraushaar commented on the CNG facility that Scott Simonton, Fleet Manager, designed and built. Mr. Brashear added that he designed this delivery system, now on its third expansion, that serves as a model for smaller providers. The facility was cost effective, creative and award winning.
- Tyler Bullen commented on the .005 employer tax revenue SMART charged, along with no user fees for passengers within the city. Compared to TriMet .7537 employer tax rate, it appeared there was more efficiency with funding for smaller transit than for larger transit providers. Mr. Brashear added that larger systems can be unwieldy with route choices and quickly responsive to passenger demand changes, so that smaller transit is capable of re-routing more quickly.
- Tom Mills, TriMet, commented on the comparison with cost per/rider. For bus service, \$2.50-\$3.00/ride, and with MAX, \$1.25/ride. Mr. Mills believes the SMART per ride cost is significantly much higher. TriMet provides a great deal of service, and acknowledges that both TriMet and SMART do a great job and should be commended for the service they do.

9. 2021-2024 State Transportation Improvement Program (STIP) 150% Fix-It Lists Overview and Leverage Opportunities

Jon Makler introduced the presentation by referring to a handout “Fix-It Category Funding Allocations, 2021-2024 STIP” which are statewide numbers by programs and categories. The purpose of the discussion is to gather feedback and ask how TPAC would like to be engaged on the ODOT leverage programs.

Background information from Oregon Department of Transportation, via email, May 4, 2018:

In the ongoing process of developing the 2021-2024 Statewide Transportation Improvement Program (STIP), the Oregon Transportation Commission provided guidance to ODOT on three leverage programs and on the allocation of funding for Fix-It programs at its April meeting.

Fix-It funding

Fix-It programs—including bridge, pavement, culverts and operations— maintain or fix the state highway system. It’s the largest category in the STIP, with \$850,000,000 in total funding.

House Bill 2017 directs how ODOT allocates new state funding among bridges, pavement, seismic resilience, culverts, and other Fix-It programs. ODOT’s [recommended Fix-It funding allocation](#) proposed using federal funds to ensure that total funding for each program aligns with the [Investment Strategy](#) the Commission adopted in January 2017. The Commission concurred with this approach.

The Commission also supported ODOT’s proposal to select additional Fix-It projects that would be constructed if federal funding comes in above the amount assumed in the STIP. The Commission gave direction in December to invest the first \$40 million in additional federal funding in a Strategic Investment program designed to enhance the state highway system; any funding above that level will go to Fix-It programs. ODOT recommended selecting \$80 million in projects across Fix-It programs to have projects ready for construction should additional federal funding materialize.

Leverage program guidance

In December the Commission provided funding for three leverage programs that will allow ODOT to add enhance, safety, and non-highway features to Fix-It projects on the state highway system:

- **State Highway Leverage (\$23.8 million):** Funds the addition of enhance elements.
- **Safety Leverage (\$30 million):** Funds from HB 2017 to add safety features.
- **Active Transportation Leverage (\$21 million):** Funds the enhancement and addition of active transportation features—including bicycle, pedestrian, and public transportation elements.

A [guidance document](#) approved by the Commission lays out general rules for the three leverage programs and specific rules for each individual program. The guidance document emphasizes the role that Area Commissions on Transportation (ACTs) will play in recommending projects: “Leverage programs will provide ACTs an opportunity to use their knowledge of regional needs on the state highway system to provide input on adding features to Fix-It projects. Regions will develop options for investment of leverage funds and are expected to consult with ACTs in project selection.”

What’s next?

The Commission’s direction to ODOT completes the first phase of development of the 2021-2024 STIP. In the next phase, ODOT will scope projects and evaluate them with the ACTs. The next phase will take over a year and end with a Draft STIP recommendation to the Commission in mid-2019.

Mr. Makler reviewed the Fix-It Category Funding Allocations handout with the following notes:

1. \$20 million of the Pavement Program has been dedicated to “maintenance support” reducing the subtotal from \$321M to \$301M.
2. “Contingency” funds reflect the assumption that additional federal funds will be provided by federal reauthorization in 2021.

These Fix-It projects are different from past ODOT funding cycles and processes, which can be confusing. ODOT is asking the MPO region’s input on amount of information with specific details they want known, how often and at what detail.

Grace Cho discussed a list of regional criteria in the memo (handout) as guidance and consideration for ODOT Region 1 staff to consider as they identify and prioritize Fix-It Projects with greater leverage potential to enter the scoping phase.

- As Fix-It leverage opportunities get identified and prioritized for scoping, prioritize on those Fix-It leverage opportunities that are on the state-owned urban arterials in Region 1.
- Prioritize leverage opportunities that overlap with and would serve equity focus areas.
- Prioritize leverage opportunities to support the 2040 growth concept and implementation of the Climate Smart Strategy
- Prioritize safety leverage opportunities on the region’s high injury corridors.
- Prioritize active transportation leverage opportunities on the regional active transportation network.
- Prioritize state highway enhance leverage opportunities that advance multiple objectives and facilitate multimodal travel, consistent with the draft modal strategies for freight and transit.

Comments from the committee:

- Katherine Kelly asked if there was a draft fix-it project list. Metro staff responded that at the April 6th meeting, ODOT release a website which lists the proposed Fix-it projects in region 1 for several of the Fix it programs, but not all. Discussion was held on what information was sought for the May 7 ACT meeting. Mr. Makler noted that ODOT cannot leverage funds until more is known with the fix it projects as the lists are changing in light of the potential scenario of additional federal revenue than originally assumed. It was suggested that the criteria listed in the memo would help focus priorities.
- Chris Deffebach suggested we look at what projects have been submitted to be a guide with priorities for leveraging. A balance of RTP projects, and those listed in the memo is helpful.
- Mark Lear asked if all the categories were included in the contingency fund, including the FAST ACT. It would be helpful to show if this additional funding were not acquired, what happens to the other categories as funding amounts change.
- Karen Buehrig agreed on the need to stay nimble, and maintain staff to staff conversations as the process continues. She expressed a concern with the region providing input on prioritization of leverage opportunities ACT delivery that puts jurisdictions rural areas in a

situation where STIP investments get prioritized differently. It was advised that keeping the jurisdictions informed with any changes on dates, especially concerning deadlines for submitting prioritizing and leveraging project lists to ODOT.

- Don Odermott emphasized the importance of communications, consistent engagement as things remain in flux, and our work in identifying what projects are changing. Communicating the uncertainty at this time with our elected officials is important.
- Phil Healy commented to add to the equity criteria to prioritize leverage opportunities in which include industrial areas and provide family wage jobs.

10. Adjourn

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

Respectfully submitted



Marie Miller
TPAC Recorder

Attachments to the Public Record, TPAC meeting, May 4, 2018

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	5/4/18	5/4/18 TPAC Agenda	050418T-01
2	TPAC Work Program	4/25/2018	2018 TPAC Work Program	050418T-02
3	Memo	4/25/2018	TO: TPAC and Interested Parties From: Ken Lobeck, Funding Programs Lead RE: MTIP 2 nd Quarter FFY 2018 Completed Amendments and 3 rd Quarter SFY 2017-18 UPWP Summary Report	050418T-03
4	Memo	4/23/2018	TO: TPAC and Interested Parties From: Kim Ellis, RTP Project Manager and John Mermin, Senior Transportation Planner RE: 2018 RTP Arterial and Throughway System Map Update and Project List Reconciliation	050418T-04
5	Meeting minutes	4/6/18	Draft minutes from TPAC April 6, 2018 meeting	050418T-05
6	Meeting minutes	4/20/18	Draft minutes from TPAC April 20, 2018 meeting	050418T-06
7	Resolution 18-4890	4/25/18	Resolution 18-4890 for the purpose of adding or amending existing projects to the 2018-21 MTIP involving five projects impacting ODOT and Sherwood	050418T-07
8	Exhibit A to Resolution 18-4890	4/25/18	Exhibit A to Resolution 18-4890	050418T-08
9	Staff Report	4/25/18	Staff Report Memo from Ken Lobeck RE: May 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4890	050418T-09
10	Attachment 1	4/25/18	Attachment 1 to the May 2018 MTIP Formal Amendment Staff Report – Project Location Maps	050418T-10
11	Memo	4/26/2018	To: TPAC and interested parties From: Lake McTighe, Senior Transportation Planner RE: Allocation of Regional Flexible Funds for Active Transportation Project Development	050418T-11
12	Attachment 1	4/26/18	Attachment 1. Project Development Scope of Work Forms	050418T-12
13	Memo	4/27/18	TO: TPAC and interested parties From: Grace Cho, Associate Transportation Planner and Ken Lobeck, Funding Programs Lead RE: 2021-2024 MTIP, Financial Forecast	050418T-13
14	Handout	4/27/18	Metropolitan Transportation Improvement Program (MTIP) FY 2021-2024 Revenue Estimates	050418T-14

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
15	Memo	4/17/18	TO: TPAC and Interested Parties From: Grace Cho, Associate Transportation Planner, Dwight Brashear and Nicole Hendrix, SMART RE: 2018-2021 MTIP SMART Annual Budget Process and Proposed Program of Projects	050418T-15
16	Handout	N/A	SMART Proposed Program of Projects FY 2019	050418T-16
17	Memo	4/27/18	TO: TPAC and interested parties From: Grace Cho, Associate Transportation Planner RE: 2021-2024 STIP Portland MPO Input on Leverage Programs	050418T-17
18	Handout	5/4/18	Fix-it Category Funding Allocations, 2021-2024 STIP	050418T-18
19	Handout	5/3/18	2018 RTP Update/2018 Council and Regional Advisory Committee Briefings	050418T-19
20	Presentation	5/4/18	May 2018 Formal MTIP Amendment and Approval Request of Resolution 18-4890	050418T-20
21	Presentation	5/4/18	RFFA Active Transportation Project Development Funds Allocation	050418T-21
22	Presentation	5/4/18	2021-2024 MTIP Financial Forecast	050418T-22
23	Presentation	5/4/18	Metropolitan Transportation Improvement Program Coordination, SMART	050418T-23