



Meeting minutes

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

Date/time: Friday, January 11, 2019 | 9:30 a.m. to 12 p.m.

Place: Metro Regional Center, Council chamber

Members Attending

Tom Kloster, Chair
Karen Buehrig
Chris Deffebach
Lynda David
Dayna Webb
Katherine Kelly
Don Odermott
Jeff Owen
Phil Healy
Jennifer Campos
Tyler Bullen
Glenn Koehrsen
Jessica Stetson
Maria Hernandez-Segoviano
Beverly Drottar

Affiliate

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

Alternates Attending

Jessica Berry
Eric Hesse
Todd Juhasz
Jon Makler
Jason Gibbens

Affiliate

Multnomah County
City of Portland
City of Beaverton and Cities of Washington County
Oregon Department of Transportation
Washington State Department of Transportation

Members Excused

Joanna Valencia
Mark Lear
Mandy Putney
Cory Ann Wind
Carley Francis
Rachael Tupica
Emily Lai

Affiliate

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

Guests Attending

Emme Shoup
Individual from Gresham

Affiliate

Portland State University

Metro Staff Attending

Margi Bradway, Dep. Director, Planning & Dev. Kim Ellis, Principal Transportation Planner

Ken Lobeck, Funding Programs Lead
Grace Cho, Associate Transportation Planner
Marie Miller, TPAC Recorder

John Mermin, Senior Regional Planner
Austin Ross, Planning Dept. Intern

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

Chairman 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

- **Announcement of TPAC Community Member Appointments** (Chair Kloster)

Chair Kloster introduced the new Community Member on TPAC, Jessica Stetson. Ms. Stetson is a Milwaukie resident who works in the tech industry as a pre-sales engineer. With a husband and 2-year old she has interest in the community and is happy to be joining TPAC. Along with Ms. Stetson, returning TPAC community members are Tyler Bullen and Glenn Koehrsen.

- **STIP Update** (Jon Makler)

Jon Makler provided an update on the Statewide Improvement Program (STIP) which is being planned for investments during 2022-2024. The scoping of projects was completed in early December. Final cost estimates are now being reviewed. Assumptions on inflation rates, risk contingencies and construction estimates are being evaluated, attempting to meet projected budgets in the years ahead. More discussion on leveraging of projects appears later on this agenda.

- **Mid-Year Funded Slip Amendment** (Ken Lobeck)

Ken Lobeck provided an introduction to some changes in the Metropolitan Transportation Improvement (MTIP) semi-annual project schedule and funding review process. These reviews evaluate whether projects are proceeding on schedule to obligate funds, and how that compares to the most current knowledge of funding available. The review typically will result in MTIP amendments to “slip” project phases to match the most current project schedule and balance project costs with available funding. Mr. Lobeck will provide further information on the integrated project delivery this spring. Full details were provided to date in his memo.

- **Special Transportation Fund Allocation Update** (Jeff Owen)

Jeff Owen, TriMet, provided the following three handouts: Memo from Vanessa Vissar re: grants available for transportation services for seniors and people with disabilities, FY18-19 STF Grant Recipient and Project Funding Levels, and Memo from H.A. Gard, ODOT Rail and Public Transit Division Administrator with the State of Oregon re: 2019-2021 Special Transportation Fund Estimates.

Mr. Owen pointed out that grant applications were due today and would begin evaluation at public hearings listed in the memo. In the Governor’s Budget released in Nov. 2018, one element of ODOT’s budget included elimination of the \$10m General Fund appropriation to the Special Transportation Fund (STF). ODOT recommends STF agencies complete their STF applications with the original Oct. 2018 forecast (including assumption of \$10.1 million of General Fund resources), and prioritize proposed projects to ensure plans are in place to scale activities as needed. The committee expressed interest in an update from Mr. Owen at the February TPAC meeting.

Comments from the committee:

- Chris Deffebach asked what amount potentially TriMet would lose in allocation if STF funds were not added back to the state budget. Mr. Owen stated it was possible nearly half of the \$8m grant target would be lost, and that partner agencies were trying to re-evaluate their project budgets.
- Maria Hernandez- Segoviano asked if more discussion would follow once decisions on fund allocations are made with the state budget. Mr. Owen agreed that if the funding was restored grant decisions would be easier, but require more discussion on how best to relocate project funds with limited resources.
- Glenn Koehrsen commented on the challenge for projects that may face elimination with a 35% cut in funding. There is a concern on service levels with current budgets, shown by no increase in this funding the last 2 biennium years. Mr. Owen agreed and pointed to the memo from the state that suggests to agencies project prioritization should follow local guidelines, but focus on preservation of existing services to the greatest extent possible.
- Eric Hesse asked if advocacy efforts could be added to address this issue in the budget. Partner support can help weigh in with budget considerations.

- **Unified Planning Work Program (UPWP) Process** (John Mermin)

Chairman Kloster and John Mermin provided an update on the UPWP process. Due to new Metro Council, a longer process with budget finalize completion and the Federal government shutdown, the UPWP timeline has been moved back roughly a month. Mr. Mermin provided a handout with the updated estimated timeline that includes the electronic draft UPWP is being sent to Federal, State partners, as well as TPAC members. TPAC members are invited to the consultation review once this has been scheduled. TPAC will have two months for review of the document before sent to JPACT and Metro Council for adoption by the end of May 2019.

Jon Makler asked for clarification on allocations of federal funds in the UPWP that could be discussed with relation to projects in the region compared to others. Chair Kloster added this discussion would be welcome so that duplicate efforts between jurisdictions and agencies were avoided. It was added finding additional benefits between projects to extend budgets and better coordinate, evaluating if projects were underfunded how expectations might be corrected, and adjustments to timelines in project deliverables could be encouraged.

- **New Tech-related Funding Opportunities**

Chair Kloster pointed out the handout in the meeting packet provided by Eliot Rose who couldn't attend the meeting today. There are funding opportunities for Automated Driving System Demonstrations from the U.S. Department of Transportation, and ODOT's Transportation Options Innovation Grant program. Information on the handout includes contact and grant details with both programs.

- **INFRA Grants Program** (Grace Cho)

Grace Cho announced the opening grant application program for INFRA, which is a national grant process for large scale infrastructure projects in the freight system. Applications close March 4, 2019. For jurisdictions or agencies thinking of applying, contact Ms. Cho for assistance on the application and for letters of support.

- **WSDOT Job Announcement**

Jon Makler, ODOT and Jason Gibbens, WSDOT announced that Carly Francis who was formerly at WSDOT has taken the position of Regional Planning Administrator at SW Washington Regional Transportation Council. Ms. Francis's former position will soon be advertised for recruitment at WSDOT.

3. Public Communications on Agenda Items - none

4. Consideration of TPAC Minutes from November 2, 2018

MOTION: To approve the minutes from November 2, 2018 as presented.

Moved: Jon Makler

Seconded: Todd Juhasz

ACTION: Motion passed unanimously.

5. MTIP Formal Amendment Resolution 19-4961

Ken Lobeck provided the Metropolitan Transportation Improvement Program (MTIP) Formal Amendment Resolution 19-4961 (for FFY 2019) that contained required changes and updates impacting ODOT, Oregon City and TriMet. Eleven projects comprise the amendment bundle. Most of the requested changes are for ODOT funded/managed projects.

Several projects require cost increases due to scope updates, combining efforts, and additional scope requirements being added to the projects. The USDOT/ODOT/MPO Amendment Matrix defines the parameters for formal amendments and administrative modifications. Projects that involve a major scope change require a formal amendment to demonstrate that fiscal constraint is still maintained, no impacts to air quality results, and the project still provides final deliverables that consistent with project entry in the Regional Transportation Plan (RTP), or with the original funding award. The three primary types of existing project changes that trigger the need for a formal amendment include: (1) Scope changes, (2) limit changes, and (3) cost changes.

Project #1 Key 20810

Molalla Ave: Beaver Creek Rd to OR213

Description: Construct bike lanes along the entire Molalla Ave: Beavercreek Rd to Highway 213 with Continuous ADA compliant sidewalks ramps; trees and ped level street lighting on west side of corridor; transit amenities along both sides of the corridor and street furnishings.

REMOVED PROJECT:

This Metro 2019-21 RFFA federally funded project completed a fund swap for local funds and is now a defederalized project. No federal approvals are required to deliver and complete the project. As such, the project is not required to be programmed in the MTIP or STIP. Key 20810 is being removed from the MTIP through this amendment.

Project #2 Key 20451

OR8 at River Road

OR8 at River Rd & OR224 at Lake Rd

Full signal upgrade with illumination and ADA improvements

Description: Full signal upgrade with illumination and ADA improvements at the intersection of OR8 and River Rd in the City of Hillsboro. Replace overhead flasher with ground mounted advance flashers at the intersection of OR224 and Lake Rd in Clackamas County.

COMBINED PROJECT:

Amendment combines scope and funding from two projects: 20454 and 20507 plus adds \$300k in a new other phase for railroad improvements. Combining Keys 20454 into 20451, adding funding from 20507 and from the ODOT railroad crossing project grouping bucket will reduce overhead costs and allow for efficiencies in delivery.

Project #3 Key 20454

OR224 at Lake/Harmony

Description: Replace overhead flasher with ground mounted advance flashers.

COMBINED/CANCELED PROJECT:

Scope and funding totaling \$109,078 is combined onto Key 20451. As a result Key 20454 is left with \$0 funding and is being removed from the MTIP.

Project #4 Key 20507

OR213 (82nd Ave) at Madison High School

Description: Replace signal; rebuild and restripe existing crosswalk; add crosswalks and close a driveway.

FUND SWAP/DE-FEDERALIZATION:

Key 20507 is being de-federalized upon review of the project and similar project in development by Portland Public Schools (PPS). ODOT will contribute \$560,250 state funds to the project (IGA in development). This amendment serves to convert the project into a locally funded and delivered project. PPS's delivery schedule is ahead of ODOT's project. The amendment for Key 20507 also advances ROW, UR and CN all to 2019. A budget shortfall has been identified on project K20451. \$560,250 Enhance funds from this project are being reallocated to K20451.

Project #5 Key 20430

I-5: MP 303.27 – MP 308.63 I-5: Marine Drive – Fremont Bridge

Description: Install variable speed advisory signs on I-5 northbound and southbound from the Fremont Bridge to Marine Drive

COST INCREASE/LIMITS & SCOPE CHANGE:

Cost increases have occurred to the Preliminary Engineering phase which is being addressed. Causes include extended design period of 6-months, additional administrative/ management costs, design modifications, and added agency coordination requirements. The Amendment changes the project name to reflect the reduced scope. Project mile points are adjusted to match the engineer's plans and removing the Hayden Island location. The construction phase is reduced by \$314,000 and moved to PE. Finally, the construction phase is being advanced from 2020 to 2019.

Project #6 Key 20481

I-405: Fremont (Willamette River) Bridge

Description: Paint bridge approaches; other section as funding allows.

COST DECREASE:

\$10 million of construction phase funding is being transferred to Key 20077, Major Bridge Maintenance FFY 2019, the Statewide Project Grouping bucket to support strengthening of major bridges in Region 1. OTC approval was required for this action to occur.

Project #7 Key 20484

SW Multnomah Blvd over I-5

Description: Place a structural overlay on the deck; replace or repair leaking joints; and retrofit the bridge rails to meet safety standards.

COST INCREASE:

PE and construction phase increase in cost by a total of \$967,800 to the project. The shortfalls in both phases are addressed through this amendment.

Project #8 Key 20702

OR99W SB Ramp to I-5 SB (Capitol Highway Interchange)

Description: In SW Portland on OR99W at SW Capitol Highway IC on SB Ramp to I-5, preserve deck with structural overlay

COST INCREASE:

Preliminary Engineering and construction phases increase in cost due to use of external consulting for PE while construction phase added minor scope elements including cleaning and painting of the steel bearings plus the replacement of deficient ADA ramps. The project cost also was adjusted for inflation. The total project cost increases from \$408,000 to \$1,335,494.

Project #9 Key 20465

I-5: Barbur Blvd NB connection bridge OR99W: Barbur Boulevard Northbound Connection Bridge

Description: Paint structure; remove pack rust. Replace rivets and bolts.

COST INCREASE:

Preliminary Engineering and construction phases increase in cost due to use of external consulting for PE while the construction phase has increased due to bid prices, plus the costs of the containment for paint removal/paint application and the disposal of hazardous waste were not included in the original project estimate. The project name is being updated to reflect that the mile points are actually for OR99W, and not I-5. There are no changes to the project location or scope. The total project cost increase is \$828,692.

Project #10 Key 20298

I-84: Fairview - Marine Drive & Tooth Rock Tunnel I-84: Fairview - Marine Drive

Description: Repave a section of I-84 between Fairview and Marine Drive repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE238th Ave. **Deck overlay and repair joints on the McCord Creek Bridge (#02193B).**

SCOPE CHANGE:

A more extensive project for Tooth Rock Tunnel is being scoped for the 21- 24 STIP cycle. Through this amendment, the Tooth Rock Tunnel paving work from this project's scope to be re-added in the 21-24 STIP. Similarly, the McCord Creek Bridge is being considered for the 21-24 STIP. As such, this scope element also is removed Key 20298. The project name and description are updated as a result. The revised project scope results in a cost decrease to the project.

Project #11 Key 21126

FY18 TriMet Prevent Maintenance (TOD Fund Exchange)

Description: Enables the annual Transit Oriented Development (TOD) fund exchange to occur.

CANCELED PROJECT:

Key 21126 is a duplicate entry in the MTIP to TriMet's Key 21262 which already obligated its funds. Key 21126 is being removed from the MTIP as a corrective action.

Comments from the committee:

- Jon Makler provided further explanation of the project changes. Funding from other parts of the state region have been moved to the Metro area for more efficient project funding as a whole. Rising costs of inflation, project changes and contingency costs have resulted in efficiency with combining projects for better advantage, and having some projects delayed until more complete funding is available. An example was provided with the I-84 freeway needing larger investments, but addressing sections closer to Portland first for funding, then adding next sections in further development leveraged investment funding.
- Jeff Owen commented on the additional input with appreciation of examples how leveraged dollars and combined projects can benefit the region.

MOTION: To approve recommendation to Resolution 19-4961 to JPACT which includes 11 projects impacting Oregon City, ODOT and Trimet. This includes direction of staff to make all necessary corrections as needed prior to JPACT on the draft resolution, Exhibit A, Public Notification Tables, Staff Report, and Attachments 1 & 2.

Moved: Jon Makler

Seconded: Chris Deffebach

ACTION: Motion passed unanimously.

6. 2019 TPAC Work Program Review

Chair Kloster provided an overview for discussion on the 2019 TPAC Work Program. Documents in the packet and handed out were noted. TPAC meetings have been scheduled for first Friday each month, except Jan. and July for holiday schedules. The combined TPAC/MTAC workshops will be scheduled 3rd Wednesdays as needed. As these are scheduled, members and interested parties will receive notification. Workshops will focus on only one or two topics that are more Metro driven outside transportation issues.

Chair Kloster highlighted a few main topics TPAC will be focused on this year; updating the MTIP, and updating the Mobility Policy due to start this spring with expected 2-year planning period. The work program features an area called the “parking lot” with topics listed. Feedback on prioritization of these topics, which could be discounted or need to be added was requested in the discussion.

Comments from the committee:

- Jon Makler characterized the must haves vs should have approach with agenda items. Must haves include UPWP and MTIP which are required. But included in the must have topics to address early this year should be further conversations about equity and bringing our level of competencies with TPAC higher on how we address transportation equity with a focus for the committee involved to implement. Chair Kloster added that Metro as an agency, with department staff developing diversity, equity and inclusion strategies was being presented soon. Recommendations from staff would be brought to TPAC. Mr. Makler suggested that TPAC itself should be discussing these issues, early in the year, with time on the agenda to develop more ways to integrate equity for our members.
- Bev Drottar had questions on the past RTP when initial proposals were sent out for public opinion, and TPAC responded that it was too late in the process to implement these things. It was suggested that if significant issues are raised in the public process we should move back

these opinion periods with time to address these issues. A second concern with the RTP was the reply that we would address issues, but failed to define when in the future this would occur, and who those members of equity would be involved to address these issues. A more complete timeline is needed with defined members involved in this discussion.

- Karen Buehrig agreed with comments from Mr. Makler on equity conversations moving forward quickly this year, using the workshop format for full discussion. Regarding the parking lot area on the work program, moving items to the workshop that are of interest to both TPAC and MTAC will help develop workshop programs and focus transportation issues at TPAC. Items regarding Metro's housing strategies and the bond measure could be moved to the workshops. If the EVA update report was used to review transportation it should be highlighted and brought forward to the right committee. RTO grants and other grant opportunities could be listed under comments from the chair to provide distribution opportunities for funding.
- Katherine Kelly suggested we organize this conversation with a more defined framework. The parking lot items should start with our TPAC vision and mission to help clarify up front our focus. Being both programmatic and operational items, equity covers both and should lead us toward policy development elements. How are the parking lot items leading to this policy development? It was suggested to prioritize the list and make TPAC and the combined workshops more specific.
- Jeff Owen agreed with the discussion points mentioned. He added that if TPAC meetings and the combined committee workshops could be populated with topics required and where others could be fitted best in the schedule, opportunities might be found to cover subjects.
- Maria Hernandez-Segoviano commented on the parking lot of the work program that should include multi-modal options that go just beyond the options that provide methods and strategies for communities that do not have access to these travel modes. How we talk about youth in our communities and prioritize transportation with their issues is another topic wanted for discussion.

Vehicle electrification is another issue that can be discussed that goes beyond information, but with the purpose and goal to serve communities. The impact of our words matters when discussing equity. But this discussion needs to have budget commitment, purposes and priorities to implement. Facilitated discussion on equity where everyone shares in this conversation must happen to create significant changes.

- Eric Hesse agreed with the workshop separation from TPAC on those priorities where Metro is legally required on subjects to cover with decisions. Prioritization will help cover this. Using the Economic Value Atlas (EVA) in discussions with RFFA will help in land use and transportation strategies. This is a powerful tool and when used through the training lens, could be useful early in our meetings this year.
- Jessica Stetson underscored the importance for facilitations at meetings so it doesn't fall to only select individuals to the facilitating.
- Phil Healy commented on the need for more time on the agenda for RFFA over the course of the year. Items on the parking lot to include for discussion are freight issues, the Freight Commodity Study, and more information provided on the new freight model.
- Chris Deffebach commented on making a more integrated depth with equity in a workshop, not TPAC meeting, that would be facilitated as possible training offsite. It was important to define priorities that mean significance. Examples of this with the RTP was the collection of large amounts of data, but then no clear next steps to understand problems we are trying to

address in the region, which could lead to deeper support for solutions and funding opportunities. It would help to align our goals with strategies from all this information. It was suggested that information from ODOTs updated bottleneck study could be presented with results from the study.

- Margi Bradway thanked TPAC members for their interest on importance of equity training. This is a big subject with many facets and will be challenging to start, but pleased TPAC is owning this responsibility. Helping to define with vision and purpose will assist JPACT with more thoughtful discussions.

With a new Metro President, Councilors and important agendas that face the region, there is some transition time we are working on. Many of the topics previously listed will come to TPAC with major impact. These include RFFA, T2020 Transportation Regional Investment Measure, Mobility Policy Update, Emergency Transportation Routes, and EVA.

- Katherine Kelly suggested that future conversations that are of such significance as RFFA start earlier in the year prior so that they gave more time for discussion. If given in advance as alternative discussions to allow more than just a month to provide a recommendation to JPACT, it would be helpful. Ms. Bradway agreed, and clarified that Past President Hughes deferred RFFA to the next Council to try to eliminate any confusion. Metro Council is addressing RFFA quickly this year asks jurisdictions to confirm possible dates on calendars to help schedule these issues.
- Jeff Owen asked what the follow up with the suggestions would be regarding TPAC and workshop scheduling. Chair Kloster will take the information to Ms. Bradway, they will make changes to the agendas and consider more time for TPAC with the topics suggested for more discussion time.
- Jon Makler suggested shorter presentations for more time in conversations at meetings. Chair Kloster agreed and added that check-ins with staff for community members can add to more knowledge with the materials at meetings. The suggestions and input from this discussion were extremely important, and Chair Kloster thanked the committee for providing this.

The handout on meeting protocols was explained briefly by Chair Kloster. It contained a draft on ground rules for the meeting, and our Rules of Democratic Order used at meetings. It was asked that any feedback on this be sent to Chair Kloster or Marie Miller for further discussion.

7. Metropolitan Transportation Improvement Program(MTIP)Policy Update

Grace Cho provided an overview on the policy direction and the work plan for the 2021-2024 Metropolitan Transportation Improvement Program (MTIP). As a reminder of the definition, MTIP is a document listing the transportation investment priorities for the upcoming fiscal years, a description of the process in identifying and measuring the performance of those investments, and a monitoring tool which outlines administrative procedures for implementing the MTIP.

To guide which investments get included as part of the 2021-2024 MTIP, federal law dictates two overarching sources to provide the foundation for all MTIPs: Metropolitan Transportation Plan (MTP)/Regional Transportation Plan (RTP), and Federal laws outlined in the Code of Federal Regulations. Federal law requires policy direction to reiterate and reaffirm federal policy direction.

While the 2021-24 MTIP has been in development since July 2017, the multiple steps entailed with the development and building the MTIP means there still remains a number of steps to complete prior to

compiling the adoption draft of the 2021-24 MTIP. To provide clarity and allow partners to anticipate key planning activities, Metro developed an overarching work plan for the MTIP. The work plan breaks up the development of the 2021-24 MTIP into three phases of work: 1) setting policy direction; 2) prioritizing investments under shared goals; and 3) building and adopting the investment program. TPAC received in the packets the draft 2021-2024 MTIP Policy Direction, and draft Work Plan for the 2021-2024 MTIP.

Comments from the committee:

- Tyler Bullen asked why the funding allocation and project lists were in Pre and Post adoption periods (from the slide shown). Ms. Cho clarified the allocations were for funds of projects projected in pre-adoption, but overlapped in the adoption process phase when the project list was addressed with funding.
- Jon Makler commented on how states that fail to report and track funding can have their funding redistributed to other states, which has happened for Oregon with more investment funding.
- Jess Stetson asked for clarification on the MTIP funding years, which are for federal fiscal years.
- Chris Deffebach asked how partners adopt policies with their own agencies that would include MTIP and RFFA. It was asked what was new with the policies from former adoptions. MTIP policy 1 is new, that affirms the 2018 RTP just adopted, to bring alignment to MTIP policies now. Metro is trying clarify MTIP and RFFA as separate with criteria outlined, and following the requirements of federal and MPO status. Partner agencies do not adopt Metro policies but coordinate with them and follow the CFRs.
- Karen Buehrig complimented the work on the policies and defining the differences between MTIP and RFFA. It appeared some of the changes were making chapters into policies, and having outcomes become reflected in the RTP. It was noted that the table on page 10 of the policy draft had changed from previous policies, and could be listed as the fourth MTIP policy, as Regional Finance Approach. Having the MTIP Policies separate from RFFA direction with MPO funds was helpful. Moving forward, it was recommended to provide JPACT with the information where these adjustments had been noted.
- Glenn Koehrsen asked if the HB 2017 was related to these funds. HB2017 are state funds, and if invested in regionally significant projects in the Metro area, they can become reflected into the MTIP. It was noted that in some instances, these funds could be matched with RFFA projects.
- Maria Hernandez-Segoviano asked how we were tracking changes in our MTIP projects from the past that could leverage for other funds. Staff provided information on methods of tracking funds with different projects for changes in funding with amendments, based on approved priorities in the RTP. Projects in the overall picture, both past plans and currently being adopted, have reporting to federal agencies. The changes in funds with projects can be evaluated to help us accountable to the original MTIP. More work is being planned on this.
- Tyler Bullen commented on the importance of transparency with how we spend tax dollars, and appreciated Metro's efforts to publish online data for the public to have knowledge with. Asking for clarification on bold items in Table 1, page 10 of the MTIP Policy Direction, Ms. Cho stated these were RFFA. For future planning, a suggestion would be to list under existing funding sources percentages that contribute to the whole funding type.
- Eric Hesse provided information on the City of Portland new internal management software with work integrating their transportation system. More can be shared with the program later to better provide data and details for best advantage. Mr. Hesse noted on page 5 of the work

plan the policy priorities for the 2021-2024 MTIP. It was suggested these be highlighted to JPACT with MTIP. Chris Deffebach added that care be given when addressing managing congestion not to confuse the priorities in the RTP with policies in the MTIP. It was suggested to articulate more fully the four policy priorities, defined as focus outcomes.

8. Adjourn

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

Respectfully submitted,

A handwritten signature in cursive script that reads "Marie Miller".

Marie Miller
TPAC Recorder

Attachments to the Public Record, TPAC meeting, January 11, 2019

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	01/11/2019	01/11/2019 TPAC Agenda	011119T-01
2	Memo	1/3/2019	TO: TPAC and Interested Parties From: Ken Lobeck, Funding Programs Lead RE: Mid-Year RFFA Projects Funding Schedule Changes Amendment	011119T-02
3	Memo	1/4/2019	TO: TPAC and Interested Parties From: John Mermin, Senior Regional Planner RE: 2019-20 Unified Planning Work Program Process	011119T-03
4	Meeting minutes	11/2/2018	Draft minutes from TPAC, Nov. 2, 2018	011119T-04
5	Resolution No. 19-4961	11/3/2019	Resolution No. 19-4961	011119T-05
6	Exhibit A to Resolution 19-4961	11/3/2019	Exhibit A to Resolution 19-4961, 2018-2021 MTIP	011119T-06
7	Staff Report to Resolution 19-4961	11/3/2019	Memo Staff Report to Resolution 19-4961 RE: January 2019 MTIP Formal Amendment plus Approval Request of Resolution 19-4961	011119T-07
8	Attachment 1	1/3/2019	Attachment 1 to the January 2019 MTIP Formal Amendment Staff Report	011119T-08
9	Attachment 2	1/8/2019	Attachment 2 to Staff Report RE: OTC Letters	011119T-09
10	Handout	1/4/2019	2019 TPAC Work Program	011119T-10
11	Handout	N/A	2019 TPAC and MTAC Joint Workshop Meetings, draft	011119T-11
12	Memo	1/11/2019	TO: TPAC and Interested Parties From: Grace Cho, Associate Transportation Planner RE: 2021-2014 MTIP Policy Direction and Work Program	011119T-12
13	Handout	N/A	Draft 2021-2024 MTIP policy direction	011119T-13
14	Handout	January 2019	2021-2024 MTIP work plan	011119T-14
15	Handout	1/11/2019	TO: TPAC From: Vanessa Vissar, TriMet RE: Grants Available for Transportation Services for Seniors and People with Disabilities	011119T-15
16	Handout	N/A	FY18-19 Biennium Special Transportation Fund (STF) and Section 5310 Grant Recipient and Project Funding Levels	011119T-16

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
17	Handout	1/4/2019	Memo to Special Transportation Fund Agencies, RE: 2019-2021 STF Estimates	011119T-17
18	Handout	1/10/2019	2019-20 UPWP Timeline	011119T-18
19	Handout	N/A	USDOT and ODOT Grant Opportunities for Emerging Technology	011119T-19
20	Handout	1/10/2019	2019 TPAC Work Program as of 1/10/2019	011119T-20
21	Handout	N/A	2019 TPAC meeting schedule	011119T-21
22	Handout	N/A	Proposed meeting guidelines and following Rules of Democratic Order for TPAC name tents	011119T-22
23	Handout	N/A	Breaking down the differences between MTIP and RFFA	011119T-23
24	Memo	1/11/2019	TO: TPAC and Interested Parties From: Dan Kaempff, Principal Transportation Planner RE: 2022-24 RFFA policy development timeline and engagement schedule	011119T-24
25	Presentation	1/11/2019	January 2019 Formal MTIP Amendment & Approval Request of Resolution 19-4961	011119T-25
26	Presentation	1/11/2019	2021-2024 MTIP Policy and Work Plan	011119T-26