



Meeting minutes

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

Date/time: Friday, February 5, 2021 | 9:30 a.m. to 12:00 noon

Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom, Kloster, Chair
Karen Buehrig
Chris Deffebach
Lynda David
Eric Hesse
Dayna Webb
Katherine Kelly
Don Odermott
Jeff Owen
Chris Ford
Karen Williams
Laurie Lebowsky
Jessica Stetson
Idris Ibrahim
Wilson Munoz
Yousif Ibrahim

Affiliate

Metro
Clackamas County
Washington County
SW Washington Regional Transportation Council
City of Portland
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
Oregon Department of Transportation
Oregon Department of Environmental Quality
Washington State Department of Transportation
Community Representative
Community Representative
Community Representative
Community Representative

Alternates Attending

Jamie Stasny
Allison Boyd
Jay Higgins
Julia Hajduk
Jon Makler
Glen Bolen
Gerik Kransky

Affiliate

Clackamas County
Multnomah County
City of Gresham and Cities of Multnomah County
City of Sherwood and Cities of Washington County
Oregon Department of Transportation
Oregon Department of Transportation
Oregon Department of Environmental Quality

Members Excused

Jessica Berry
Lewis Lem
Donovan Smith
Gladys Alvarado
Taren Evans
Rachael Tupica
Jennifer Campos
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Rich Doenges

Affiliate

Multnomah County
Port of Portland
Community Representative
Community Representative
Community Representative
Federal Highway Administration
City of Vancouver, Washington
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Will Farley
Jean Senechal Biggs
Kari Schlosshauer
Travis Brouwer
Jim Sjulín
Heather Willis
Michael Holthoff

Affiliate

City of Lake Oswego
City of Beaverton
Safe Routes to Schools
Oregon Department of Transportation

Metro Staff Attending

Ken Lobeck, Funding Programs Lead	Dan Kaempff, Principal Transportation Planner
Lake McTighe, Senior Transportation Planner	Caleb Winter, Senior Transportation Planner
Eliot Rose, Senior Transportation Planner	Grace Cho, Senior Transportation Planner
Ted Leybold, Resource Manager	Chris Johnson, Research Manager
Robert Spurlock, Senior Planner	Matthew Hampton, Senior Transportation Planner
Noel Mickelberry, Associate Planner	Lakeyscia Griffin, Communications Associate
Summer Blackhorse, Program Assistant	Marie Miller, TPAC Recorder

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

Chairman Kloster called the meeting to order at 9:30 a.m. Introductions were made. A quorum of members present was declared. Guests, public and staff were noted as attending. Reminders where Zoom features were found online was reviewed.

2. Comments From the Chair and Committee Members

- **Committee input form on creating a Safe Space at TPAC** (Chairman Kloster) The link to adding comments and input for creating a safe space at TPAC was noted in the chat area of the meeting, which members are welcome to use at any time during the meeting. Comments will be collected and shared at the end of the meeting.
- **Updates from committee members and around the Region** (Chairman Kloster and all)
Chairman Kloster called attention to a link in chat regarding February as Black History Month. Other committee members added links. Metro is reviewing work space and meeting area protocols for when Metro Regional Center is planning to reopen, possibly June or July 2021. Hybrid schedules/meeting spaces might be possible. The Council Chamber where TPAC and other Metro Council groups have met in the past will need further planning.

Jeff Owen noted a few layoffs at TriMet recently. TriMet is celebrating Black History Month with a Rosa Park event on her birthday, Feb. 4, with no fares on this date planned every year going forward. A virtual open house is planned Feb. 10 regarding service adjustments on bus lines. The search for a new General Manager at TriMet continues.

Don Odermott noted the difficulty businesses have getting to Metro for meetings to participate with transportation planning. The option of offering hybrid and virtual meetings continue in encouraging news.

- **Monthly Metropolitan Transportation Improvement Program (MTIP) Amendments Update** (Ken Lobeck) Mr. Lobeck noted the monthly submitted MTIP formal amendment and

administrative modification project lists during January 2021 timeframe. The summary of submitted formal amendments and administrative modifications with projects are listed in the packet memo. Mr. Odermott asked if including the cost increases that highlight where the additional revenues are coming from on projects could be included moving forward. Mr. Lobeck will research those to add to the memo.

- **Fatal crashes update** (Lake McTighe) Ms. McTighe provided an update on preliminary data as of Jan. 28 with fatal crashes within the 3-counties. It was noted the memo in the packet provides more visual information by modes of travel and month during 2020. A performance report will be released the end of February on Vision Zero Targets. The annual safety work plan is being developed with a workshop expected this spring, possibly in May.

Comments from the committee:

- Jon Makler noted in the chat area of a crash in Keizer that killed a Cherriots bus driver and driver of the vehicle causing this crash just recently.
- Chris Deffebach asked if it were possible to have a breakout by County and local roads in this report. Ms. McTighe will add this information for fatalities location.
- Katherine Kelly appreciated the extra detail work on the fatality reports. There was an additional fatality Jan. 29 in Gresham on Stone Road involving a transportation operations staff member killed by a drunk driver. The need to address safety in this location is still needed.
- Don Odermott noted an additional fatality on TV Highway where a pedestrian crossing outside of a crosswalk was not seen by the driver. Enhanced lighting is advocated in such areas.
- Jeff Owen asked what the purpose of the Safety Workshop in May would include. Ms. McTighe noted it would include racial equity elements, safety strategies and input from a broad range of regional participants. More information will be provided at the March TPAC meeting.

- **Upcoming TPAC meetings/workshops reminders**

Chairman Kloster noted upcoming meetings/workshop during February:

MTAC/TPAC workshop Feb. 17, Regional Emergency Transportation Routes Update, 10 am-noon

Unified Planning Work Program (UPWP) Annual Review Feb. 18, 1-4 pm

TPAC workshop Feb. 25, Regional Congestion Pricing Study, 9 – 11:30 am

3. Public Communications on Agenda Items (none)

4. Consideration of TPAC Minutes from January 8, 2021

With no corrections or additions to the minutes:

MOTION: To approve minutes from January 8, 2021 as written.

Moved: Don Odermott

Seconded: Jeff Owen

ACTION: Motion passed unanimously.

- ### 5. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 21-5159 (Ken Lobeck)
- Mr. Lobeck provided information on the February 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 21-5159 and being processed under MTIP Amendment FB21-07-FEB. Both projects are being programmed for construction phases into 2026.

Project Name

Tualatin Beaverton Creek Trail: Westside Trail – SW Hocken Ave

Project Description

Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings.

Description of Changes

SCHEDULE CHANGE

The PE phase adjustment to FY 2022 is re-affirmed and the construction phase is reprogrammed to FY 2026 to allow time to resolve various delivery issue.

Project Name

Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd

Project Description

Extend the new east-west arterial from Grahams Ferry Road to Boones Ferry Road and provide access between I-5 and the Basalt Creek industrial area.

Description of Changes

SCHEDULE CHANGE

The ROW phase is reprogrammed to FY 2023 with the Construction phase pushed-out to FY 2026.

Comments from the committee:

- Jean Senechal Biggs asked if the lead agency on the Beaverton Creek Trail project was correctly stated as Tualatin. Mr. Lobeck stated this was actually Tualatin Hills Parks and Recreation District and will correct the table.

MOTION: To provide JPACT an approval recommendation of Resolution 21-5159 consisting of two projects in the February 2021 Formal Amendment Bundle enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

Moved: Chris Deffebach

Seconded: Jessica Stetson

ACTION: Motion passed unanimously.

- 2024-2027 Metropolitan Transportation Improvement Program (MTIP) – Update on Oregon Department of Transportation (ODOT) administered funding for fiscal years 2025-2027** (Chris Ford/Jon Makler/Travis Brouwer, ODOT) Travis Brouwer with the Oregon Department of Transportation (ODOT) reported on its process in July 2020 to allocate estimated revenues available for fiscal years 2025 through 2027 to different ODOT programs. After public engagement and analysis of funding scenarios, the Oregon Transportation Commission (OTC) approved funding allocation for the 2024-2027 Statewide Transportation Improvement Program.

Funding categories and amounts were described:

Fix-It	\$800m	Other Functions	\$161.4m
Non-Highway	\$255m	Total:	\$2.1 billion
Enhance Highway	\$175m		
Safety	\$147m		
Local Programs	\$404.5m		
ADA	\$170m		

Following the funding allocation decisions made by OTC, the next steps in the STIP development are selection of projects (2021-2022) and public review and approval (2023).

Comments from the committee:

- Karen Buehrig how the increase with elderly and disabled transit programs would be allocated. Mr. Brouwer noted this was a combination of state dollars in special funds and Federal dollars supplementing. Better answers could come from public transit. Asked if the Bike/Ped strategic program funding was an application process, Mr. Brouwer noted these funds were largely targeted for state highway projects, not local governments.
- Karen Williams asked if the \$7.5 million allocations for transportation option programs was typical. Mr. Brouwer noted this was nearly double what it has been in the past. When asked how the allocation is typically provided and to whom, Mr. Brouwer reported most went to organizations in transportation options programs. Karen Criswell, ODOT program administrator will be connecting with members on these questions.
- Eric Hesse asked how other investments might be directed towards safety on urban arterials. Mr. Brouwer noted that typically urban arterials get funded from a variety of sources. This makes it difficult to piece all funding to achieve successful outcomes with program intents. As the project selections are made these discussions will be happening and developed for leveraging funding.
- Chris Deffebach noted that allocation of funds have been used as leverage in the past which might not have provided the highest priority for projects. It was suggested we have a corridor approach rather than add-ons. Mr. Brouwer noted the additional funds to elderly and disabled programs does not replace the cigarette tax/general funds but come out of STIF funds. Additional federal funds are being allocated in a different way. Leveraging funds are allowed but not required with these allocations. The OTC is taking a strategic approach with funding investments.
- Ted Leybold complimented ODOT and OTC on the process work with the program. Noting the pavement condition slide shown with impacts on shortfall to the transportation system, are there similar slides or information that show impacts on policy objectives such as greenhouse emissions and safety issues? Mr. Brouwer noted the challenges of not having enough funds for programs that show acceleration with improvements, but not even close to needs. Certain programs such as climate have requirements that limit funding, limiting program goals.
- Chairman Kloster asked what role TPAC and JPACT have in the process with these programs. Mr. Brouwer noted committee engagement will be included in opportunities on program development through project selection and scoping processes.
- Jon Makler noted that some key goals next for TPAC is knowing that some competitive applications for funding based on OTC decisions will occur soon. The information on eligibility, rules and timelines will be provided. Mr. Makler described the scoping process that was compressed last cycle will now be stretched out over this year, starting in March. ODOT will be reaching out to jurisdictions informing them which projects are planned and asking for input. ODOT is also asking for time with County TAC meetings as they incorporate designs with their Blueprint for Urban Design (BUD). The link for this was shared in the chat area: https://www.oregon.gov/odot/Engineering/Documents_RoadwayEng/Blueprint-for-Urban-Design_v1.pdf Input on current context with the area future urban context is beneficial.
- Jeff Owen asked if this BUD document was the guiding document for funding to implement projects. Mr. Makler noted the BUD was a type of amendment to the ODOT manual that can help plan funds for projects with existing requirements under certain contexts. The BUD allows

projects to use state highway standards, but if projects planned go through urban areas they can incorporate urban design as well.

- Grace Cho noted that other key partners, namely transit agencies, should be involved with the development of strategic planning of urban designs as are the County coordinating committees. Mr. Makler concurred that all stakeholder engagement input will be welcome and encouraged.

7. Regional Flexible Funds Allocation (RFFA) Strategic Direction process update (Dan Kaempff) An overview of the Regional Flexible Funds Allocation (RFFA) project was presented. Staff seeks input on a work program outline and schedule of activities required to carry out the 2025-2027 Regional Flexible Funds Allocation (RFFA), and direction on how to proceed with various policy questions and issues related to allocation of these federal funds.

Mr. Kaempff noted the MTIP is a component of the State Transportation Improvement Program (STIP), the MTIP development timeline is driven largely by the Oregon Department of Transportation (ODOT) timeline for adopting the 2024-2027 STIP. This schedule calls for the draft STIP to be made available for public comment in early 2023. To conform to this timeline, a draft MTIP document must be prepared no later than March of 2023.

Staff is proposing to follow a multi-phased process similar to that used in preceding RFFA cycles. Briefly, these phases include:

1. Program Direction development (January-July 2021) – This phase results in the JPACT approved and Council-adopted priorities and program direction for how the regional funding is to be spent to carry out policy objectives of the 2018 RTP. This phase assumes engagement activities with Metro Council to discuss their priorities and holding a series of workshops to gather input from stakeholders in addition to discussions with TPAC and JPACT. These workshops are to be held in the March-May 2021 timeframe.
2. Call for projects (November 2021-February 2022) – The Step 2 project call is scheduled to open in November 2021, with approximately four months allotted for applicants to prepare and submit their project proposals. A workshop to answer questions and provide further details on the RFFA process will be held early in the project call.
3. Step 2 Project selection (March-October 2022) – Once the application window is closed, work begins to evaluate and gather input on the submitted projects. There are four sources of input used to guide the project selection process:
 - a. Technical Evaluation
 - b. Risk Assessment
 - c. Public comment
 - d. Identification of Priorities

Discussion at TPAC and JPACT is scheduled to occur during the summer of 2022. During this time, Council may wish to be briefed in a work session to discuss and indicate their priorities (if any) to JPACT. Final JPACT and Council action on the Step 2 projects is scheduled for fall of 2022.

MTIP adoption (November 2022-May 2023) – upon completion of the RFFA process, final work commences on conducting the required analysis and documentation for adding the selected RFFA

projects to the MTIP. It is critical that the RFFA process be completed by November 2022 to stay on the MTIP development schedule. The MTIP is scheduled to be adopted in May 2023 for inclusion in the STIP.

TPAC and stakeholder workshops begin March 10 with subsequent workshop April 8 and 28. The purpose of the workshops are for deeper discussion that allowed at regular TPAC meetings, allow for funding concepts to be introduced, and opportunities for non-TPAC members to add input. Meeting notices for these workshops will posted soon.

Comments from the committee:

- Katherine Kelly asked how conversations on policy development between Metro Council, TPAC and the public be synergized, referring to that shown on slide 13. Mr. Kaempff noted that each Metro Council has provided a memo with their approved policy direction, expecting the same memo or report provided this year. It was noted that in the past Coordinating Committees were given the opportunity to provide input on priorities of projects. Is this still the intent? Mr. Kaempff confirmed that the CCCs will have this opportunity for input.

Discussion was held on Step 1 percentage of funding with those not part of the participation. Mr. Leybold noted the regional agreements on the funding levels, while different elements occur in Step 1, they assume consensus with the same levels of funding in the planning year. More on this can be included in discussions moving forward.

It was asked how we might address new federal funding if they come forward as proposed in the new administration. Would they be considered in this cycle of RFFA? Mr. Leybold noted Metro would be responsive to these opportunities, but more would need to be known regarding the RFFA fit with rules and timelines.

- Eric Hesse noted this being the reauthorization year for Federal programs, and keeping in mind what some expectations with additional funds for existing programs with possible new programs could be developed, with flexibility across programs. Regarding the upcoming workshops, reaching outside TPAC and community members, it was suggested we build on relationships made through efforts on the regional transportation investment measure. Mr. Kaempff noted efforts have just begun on developing communications and outreach plans, and Metro will continue to involve these voices.
- Karen Buehrig suggested having the approach planned with the workshops with the information sent out. In the first workshop or appropriate time, a deeper overview of Step 1 may be needed. While RFFA covers both steps it was advised to start with Step 1. The funding forecasts and how they align with strategic plans and programs involving Step 1 & 2 should be included in these discussions. It was noted to align these plans with the new STIP forecasts.
- Chris Deffebach noted that with new JPACT members, it would be helpful to provide detailed information on the overall RFFA process and how funding of MPO and other flexible funds are defined. Describing how the steps were created with intent and any changes to them is also suggested. Regarding workshops a structured agenda known beforehand would be appreciated. It was noted that input from the Get Moving measure be included that was reflective of the broad interest in transportation projects in the region. It was noted the definitions provided of equity, safety, congestion and climate were credited from the RTP.
- Jeff Owen asked if there would be a “save the date” on these workshops. The workshops are noted in the work programs and advance notice will be sent to the committee. It was asked if

there was a financial estimate with RFFA this cycle. Mr. Leybold noted the forecast is always changing. The preliminary forecast will be based on the same authorization bill as the last cycle, roughly \$144 million over the 3-year period. When forecast changes are made these allocation funding forecasts will be updated. This information will be part of the workshop discussion. It was noted of the balance between the wider audiences at the workshops while still evaluating the details pertinent to RFFA programs. Additional comments from the chat area included having break outs during workshops, and at least 2-hour sessions.

8. TPAC work program survey update (Chairman Kloster) Chairman Kloster provided TPAC work program feedback from members on the recent survey. Among the comments were:

- More time needed for deeper discussions, condensing the agenda and shorter presentations
- More engagement from community members
- More schedule certainty for special workshops

Planned next steps include:

- Monthly TPAC workshops in lieu of special workshops through 2022 (as needed). A doodle poll of these proposed standing workshops will be sent to members for preferred dates/times.
- The adjustment on work programs to move more discussion items from regular TPAC meetings to workshops for discussion items.
- Metro staff reaching out to community members for support. Communications staff Lakeeyscia Griffin will be reaching out for engagement and input.
- Further discussion at TPAC on the creation and development of a MTIP Subcommittee

Comments from the committee:

- Chris Deffebach asked if the workshops were followed as official meetings of TPAC. Chairman Kloster noted public notices on the workshops would be made, materials available for public viewing and minutes taken. But no votes or actions would be taken, and no quorum would be required at the workshops. More discussion time would be available at workshops. Any motions/actions required on subjects would be taken at regular TPAC meetings.
- Jeff Owen noted past meetings at MRC where conversations prior and after TPAC allowed members to collectively share thoughts and ideas. The online format has changed this. Ideas that might make availability and transparency for idea sharing between jurisdictions and community members is offering optional office hours, or collecting Frequently Asked Questions from community members prior to meetings on subject matters, to be answered either by jurisdictions or at meetings.

9. Committee comments on creating a safe space at TPAC (Chairman Kloster) none received.

10. Adjournment

There being no further business, meeting was adjourned by Chairman Kloster at noon.

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, February 5, 2021

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	2/5/2021	2/5/2021 TPAC Agenda	020521T-01
2	TPAC Work Program	1/29/2021	TPAC Work Program as of 1/29/2021	020521T-02
3	Memo	1/27/2021	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments	020521T-03
4	Memo	01/28/2021	TO: TPAC and interested parties From: Lake McTighe, Regional Planner RE: Monthly fatal crash update	020521T-04
5	Draft Minutes	01/08/2021	Draft TPAC minutes from 01/08/2021 meeting	020521T-05
6	Resolution 21-5159	02/05/2021	Resolution 21-5159 FOR THE PURPOSE OF AMENDING TWO EXISTING PROJECTS TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) IMPACTING TUALATIN PRD AND WASHINGTON COUNTY (FB21-07-FEB)	020521T-06
7	Exhibit A to Resolution 21-5159	02/05/2021	Exhibit A to Resolution 21-5159	020521T-07
8	Staff Report	01/27/2021	Staff Report to Resolution 21-5159	020521T-08
9	Memo	01/29/2021	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner RE: 2024-2027 MTIP Cooperative Development – Update on ODOT Administered Funding Processes	020521T-09
10	Memo	01/29/2021	TO: TPAC and interested parties From: Dan Kaempff, Principal Transportation Planner and Ted Leybold, Resource Development Division Manager RE: 2025-2027 RFFA Work Program and Schedule	020521T-10
11	Memo	01/29/2021	TO: TPAC and interested parties From: Dan Kaempff, Principal Transportation Planner and Ted Leybold, Resource Development Division Manager RE: 2022-2024 Regional Flexible Funds Allocation Retrospective Report	020521T-11
12	Presentation	02/05/2021	Jan 2021 traffic deaths in Clackamas, Multnomah and Washington Counties*	020521T-12
13	Presentation	02/05/2021	February 2021 MTIP Formal Amendment Summary Resolution 21-5159	020521T-13

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
14	Presentation	02/05/2021	Development of the 2024-2027 Statewide Transportation Improvement Program	020521T-14
15	Presentation	02/05/2021	2025-2027 Regional Flexible Funds Allocation (RFFA)	020521T-15
16	Presentation	02/05/2021	TPAC Work Program Survey and Next Steps	020521T-16