



# Meeting minutes

Meeting: **Transportation Policy Alternatives Committee (TPAC)**  
Date/time: Friday, May 6, 2022 | 9:00 a.m. to 12:00 p.m.  
Place: Virtual online meeting via Web/Conference call (Zoom)

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## **Members Attending**

Tom Kloster, Chair  
Karen Buehrig  
Allison Boyd  
Chris Deffebach  
Lynda David  
Eric Hesse  
Jaimie Lorenzini  
Jay Higgins  
Don Odermott  
Tara O'Brien  
Chris Ford  
Karen Williams  
Laurie Lebowsky  
Lewis Lem  
Idris Ibrahim  
Katherine Kelly

## **Affiliate**

Metro  
Clackamas County  
Multnomah County  
Washington County  
SW Washington Regional Transportation Council  
City of Portland  
City of Happy Valley 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  
Port of Portland  
Community Representative  
City of Vancouver, WA

## **Alternates Attending**

Jamie Stasny  
Mark Lear  
Dayna Webb  
Julia Hajduk  
Glen Bolen  
Mike Coleman

## **Affiliate**

Clackamas County  
City of Portland  
City of Oregon City and Cities of Clackamas County  
City of Sherwood and Cities of Washington County  
Oregon Department of Transportation  
Port of Portland

## **Members Excused**

Rachael Tupica  
Rob Klug  
Shawn M. Donaghy  
Jeremy Borrego  
Rich Doenges

## **Affiliate**

Federal Highway Administration (FHWA)  
Clark County  
C-Tran System  
Federal Transit Administration  
Washington Department of Ecology

## **Guests Attending**

Mike Foley  
William Burgel  
Deb Scott

## **Affiliate**

## **Guests attending, (continued)**

Brad Choi  
Camilla (no last name)  
Krista Purser  
Nick Gross  
Nick Fortey  
Cody Field  
Andre Lightsey-Walker

Federal Administration  
City of Tualatin  
The Street Trust

Sarah Iannarone  
Alice Bibler  
Vanessa Vissar  
Garet Prior  
Susan Peithman  
Kate Freitag  
Kate Hawkins  
Kazim Zaidi  
Mandy Putney  
Valerie Egon  
Will Farley  
Jessica Engelman  
Paul Edgar  
A.J. O'Connor  
Kent Boden  
Laura Terway  
Eric Loomis  
Garrett Augustyn  
Mara Krinkle

The Street Trust  
Oregon Department of Transportation  
City of Lake Oswego  
City of Beaverton  
Oregon City Resident  
TriMet  
Kiewit  
City of Happy Valley  
SMART  
IBR Team  
IBR Team

### **Metro Staff Attending**

Ted Leybold, Resource & Dev. Manager  
Kim Ellis, Principal Transportation Planner  
Ken Lobeck, Senior Transportation Planner  
Dan Kaempff, Principal Transportation Planner  
Eliot Rose, Transportation Tech & Analyst  
Ally Holmquist, Senior Transportation Planner  
Jaye Cromwell, Program Coordinator  
Matt Bihn, Project Manager  
Marie Miller, TPAC Recorder

John Mermin, Senior Transportation Planner  
Margi Bradway, Dep. Director Planning Dept.  
Lake McTighe, Senior Transportation Planner  
Aaron Breakstone, Modeling and Research  
Thaya Patton, Modeling & Research  
Caleb Winter, Senior Transportation Planner  
Noel Mickelberry, Associate Transportation Planner  
Grace Stainback, Project Manager

### **Call to Order, Declaration of a Quorum and Introductions**

Chair Kloster called the meeting to order at 9:00 a.m. Introductions were made. A quorum of members present was declared. Committee members, member alternates, guests, public and staff were noted as attending. Reminders where Zoom features were found online was reviewed. A reminder was given on the new online format with panelists (committee members/alternates and presenters) and attendees (staff, guests and public members). A reminder was given on naming individual positions with the committee onscreen. Input was encouraged for providing safe space for everyone at the meeting via the link in chat. Comments would be shared at the end of the meeting.

### **Comments from the Chair and Committee Members**

- **Updates from committee members and around the Region**

Asked for any updates on the Commute option rulemaking, Karen Williams noted the first meeting of the Advisory Committee for commute options rulemaking would be held the following Monday via Zoom. Information was shared via this link:

<https://www.oregon.gov/deq/rulemaking/Pages/tripreduction2021.aspx>

Chris Ford noted the upcoming Oregon Transportation Commission meeting May 12. Several major toll project plans are being discussed requiring a refresh to the Oregon Highway Plan. The comment period on this happens over the summer with action expected in September. The link to the OTC meeting materials was shared: <https://www.oregon.gov/odot/Get-Involved/Pages/OTC-2022-05.aspx>

Lewis Lem noted agencies with public work projects facing cost increases and inflation in construction markets. It was suggested a future regional discussion in some format be provided to share information. Other input for discussion is the labor shortage, decreased contingency budgets, RTP revenue forecast and project cost estimates, and effects with RTP and MTIP planning. Staff will connect with agencies to develop this discussion item.

- **Monthly MTIP Amendments Update** (Ken Lobeck) Chair Kloster referred to the memo in the packet provided by Ken Lobeck on the monthly submitted MTIP formal amendments submitted from the end of March through late April, 2022. For any questions on the monthly MTIP amendment projects you may contact Mr. Lobeck directly.
- **Fatal crashes update** (Lake McTighe) April 2022 Report - Traffic Deaths in the counties of Clackamas, Multnomah and Washington update was provided. There have been 45 traffic fatalities in the three counties since the beginning of the year. Each month we read the names of people killed in traffic crashes in the prior month. We do this to acknowledge the immense emotional, social and economic toll that these serious crashes have in our communities, and to acknowledge that serious traffic crashes are preventable and that no death on our roadways is acceptable.

ODOT compiles the official crash record for the state using traffic crash investigations and self-reported information. Metro follows national traffic crash reporting criteria, which the Portland Bureau of Transportation also uses. In addition to the practice of reading the names of traffic crash victims each month, Metro tracks and analyzes serious crash data trends occurring in the region. Over 70% of serious crashes occur on arterial roadways in the region. Understanding where crashes are occurring, and the factors contributing to crashes, helps regional leaders make informed decisions to improve safety.

*Added by staff*

- **2018 RTP network maps** (John Mermin) It was announced a memo would be sent to the committee asking jurisdiction review of the RTP network maps in the regional system. For proposed changes from jurisdictions and cities, the contact to reply with information will be in the memo, due June 10.
- **2018 RTP project list** (Kim Ellis) It was announced that an additional memo would be sent to the committee asking jurisdiction review of the RTP project list since adopted in 2018, and if additional project commitment funds had been received. This memo will also contain contact information and a form to fill in for updates.

#### **Public Communications on Agenda Items**

Paul Edgar, Oregon City resident. Comments were provided on the tolling project planned on the Abernathy Bridge and I-205 corridor. Safety concerns of citizens, diversion impacts in the area and community business loss was noted. The public letter provided for this meeting are on page 335 of the packet.

Sarah Iannarone, The Street Trust. Comments were provided on the Just Crossing Alliance, community based organizations from Oregon and Washington that are working with partners to have the IBR project have positive outcomes in our region with climate, environmental and social justice. Some of the concerns the Alliance have are making sure to capture 100% of transportation demand, strong study of axillary lanes in the project, bike/ped road views from Vancouver (not only overhead from air views), and evaluation of true project costs and impacts.

#### **Consideration of TPAC Minutes from April 1, 2022**

##### **MOTION: To approve minutes from April 1, 2022.**

Moved: Eric Hesse

Seconded: Jay Higgins

**ACTION: Motion passed with one abstention; Chris Deffebach.**

**Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 22-5266** (Ken Lobeck, Metro) Mr. Lobeck described the Formal MTIP Amendment that involves canceling ODOT's OR224, SE 17th Ave to Rainbow Campground project in Key 21612. The project was scheduled to begin PE during FFY 2022. However, due to the Riverside Fire and OR224 Fire Recovery effort, several scope elements overlap into the fire recovery effort. Additionally, ODOT estimate funding issues are already present with Key 21612.

ODOT plans on submitting a Federal Lands Access Program grant to develop a OR224 Corridor Master Plan which will include required safety improvements once the Fire Recovery Effort is completed. The updated project then will be included in the 2024-27 STIP to implement required safety upgrades. As a result of the new strategy, Key 21612 is being canceled from the 2021-24 MTIP and STIP.

Comments from the committee:

- Chris Ford noted for clarity this may not be programmed into the 24-27 STIP in exact terms listed, with consideration still being made on safety elements on this road section and funding decisions left to be finalized. Details will be provided when more is known.

**MOTION: Provide JPACT an approval recommendation of Resolution 22-5266 to cancel the ODOT's OR224, SE 17th Ave to Rainbow Campground safety upgrade project.**

Moved: Chris Ford

Seconded: Laurie Lebowsky

**ACTION: Motion passed unanimously with no abstentions.**

**Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 22-5265, I-205: I-5 – OR 213, Phase 1A** (Ken Lobeck, Metro) Mr. Lobeck described the Formal MTIP Amendment that involves adding \$135.8 million to the construction phase for the I-205, I-5 - OR 213, Phase 1A project (Abernethy Bridge improvement segment). The added funding increases the project's construction phase cost from \$359.2 million to \$495 million and represents a 39.8% cost increase to the project. The cost increase results from higher than expected submitted construction phase bids for the project.

Oregon Transportation Commission (OTC) approval is required for commit the additional funding. The MTIP amendment is being processed concurrently with pending OTC action. OTC action is scheduled for May 12, 2022. Final Metro approval of the MTIP amendment is conditioned by OTC approval that must occur first to satisfy the proof-of-funding verification and fiscal constraint validation.

Comments from the committee:

- Chris Ford noted a special OTC meeting was held April 29 that approved the additional funding so no contingent action is needed. It was confirmed the funding amount listed is correct.
- Chris Deffebach asked for clarification on the funding amount. Mr. Lobeck and Mr. Ford confirmed the \$135 million was added to what MTIP had to begin with, bringing the amount to \$495 million.
- Jaimie Lorenzini asked for clarification with the financial capacity listed in the resolution that ODOT will utilize added bonding capacity under HB3055 to initially cover the funding increase and if more nuance was needed with funding language. Mr. Ford noted that to his understanding the same financial funding approach has been given, and no changes are needed.
- Eric Hesse noted the 40% cost increase with this project phase, emphasizing the need to understand forecasts and expectations with accountability for clarity on project funding impacts. Being informed on next steps and ways to inform JPACT is important.
- Chris Ford added some of the next steps with the tolling projects are traffic and revenue analysis this summer, work on RTP commitments, and the letter of agreement between ODOT and Metro commitments for full participation with planning.

**MOTION:** Provide JPACT an approval recommendation of Resolution 22-5265 consisting of the I-205, I-5 - OR 213, Phase 1A project which requires a cost increase to the construction phase which will enable the construction phase to then move forward.

Moved: Eric Hesse

Seconded: Karen Buehrig

**ACTION:** Motion passed unanimously with no abstentions.

**Interstate Bridge Replacement (IBR) draft modified LPA discussion** (Matt Bihn, Metro & Mara Krinkle, IBR Team) Mara Krinkle and Matt Bihn presented information on the Interstate Bridge Replacement (IBR) draft modified Locally Preferred Alternative (LPA). The project overview and history was presented. The IBR program began in 2019 as a partnership between ODOT, WSDOT, the City of Portland, the City of Vancouver, Metro, RTC, Port of Portland, Port of Vancouver, TriMet, CTRAN, and federal partners.

Many of these partners also sit on JPACT and have been engaged extensively by the IBR program in the development of the project LPA. The program is working with stakeholders to leverage work from previous planning efforts and to integrate new data, regional changes in transportation, land use and demographic conditions and public input to inform program development work, which includes:

- Completing the federal environmental review process
- Obtaining necessary state and federal permits
- Finalizing project design
- Developing a finance plan
- Securing adequate funding
- Completing right of way acquisition
- Advertising for construction

To address these changes, the IBR program, in coordination with program partners and the community, developed design options, desired outcomes, and transit investments, in order to identify a Modified Locally Preferred Alternative (LPA) to be further studied through a Supplemental Draft Environmental Impact Statement (SDEIS) in compliance with the National Environmental Policy Act (NEPA).

A Modified LPA identifies the foundational elements local partners agree should move forward for further evaluation, including potential benefits and impacts and formal public comment. Detailed evaluation of the IBR program's Modified LPA will begin in fall 2022 and be documented in a SDEIS.

The IBR program recommendation for the Modified LPA includes key components representing foundational transportation improvements: transit investments, interchange configuration for Hayden Island/Marine Drive, and the number of auxiliary lanes across the bridge. Additional considerations are also assumed to be part of the Modified LPA.

**TRANSIT RECOMMENDATION:**

- ▶ Extend light rail from the Expo Center in Portland, Oregon north to a new station on Hayden Island, continuing across the Columbia River on the new I-5 bridge, following I-5 to multiple stations in the City of Vancouver, including a northern terminus at Evergreen Station in Vancouver, Washington.

**HAYDEN ISLAND/MARINE DRIVE CONFIGURATION RECOMMENDATION:**

- ▶ Construct a partial interchange at Hayden Island, and a full interchange at Marine Drive, designed to minimize impacts while making improvement to freight and workforce traffic and active transportation on Hayden Island and Marine Drive.

**AUXILIARY LANE RECOMMENDATION:**

- ▶ Include one auxiliary lane northbound and one auxiliary lane southbound between Marine Drive and Mill Plain Blvd to accommodate the safe movement of vehicles and freight.

Assumptions that are expected to be included in the recommendation for the Modified LPA:

- ▶ Replace the current I-5 bridge over the Columbia River with a seismically sound bridge.
- ▶ Replace the North Portland Harbor Bridge with a seismically sound crossing.
- ▶ The construction of three through lanes northbound and southbound throughout the BIA (Bridge

Influence Area).

- ▶ Include active transportation and multi-modal facilities that adhere to universal design principles and facilitate safety and comfort for all ages and abilities. This includes creating exceptional regional and bi-state multi-use trail facilities and transit connection within the Bridge Influence Area (BIA).
- ▶ Study improvements of other interchanges within the BIA.
- ▶ Implement a variable rate toll on motorists using the river crossing, with a recommendation to the Oregon and Washington State Transportation Commission to consider a low-income toll program, including exemptions and discounts.
- ▶ Establish a GHG reduction target relative to regional transportation and land use impacts, and to develop and evaluate design solutions that contribute to achieving program, regional, and state-wide climate goals.
- ▶ Evaluate program design options according to their impact on equity priority areas including developing a Community Benefits Agreement.

Additionally, in response to partner feedback, the IBR program is developing a list of commitments that will accompany the Modified LPA. The commitments are operational details and secondary design elements that support the design concepts outlined in the Modified LPA.

All eight partner agencies and the program's Executive Steering Group will be asked to consider the Modified LPA, with the goal of receiving approval by the end of July 2022. An update on progress, including the detail of the Modified LPA, is due from the Washington members of the bi-state legislative committee to the Washington State Legislature by August 1, 2022.

Comments from the committee:

- Karen Buehrig asked what the actual role TPAC has in this process and what the framework is for JPACT action. Mr. Bihn noted JPACT is required to weigh in due to MPO requirements. Ms. Ellis added that updating the LPA is already in the RTP, listed in the appendix that reflects the earlier LPA adoption. This new modified LPA with resolution will bring forward modelling assumptions and carry into the 2023 RTP.
- Don Odermott noted increased induced demand on the bridge, particularly north to south coming into Washington County corridors. In the modeling efforts with the LPA has induced demand been shown for this? Noting shorter/modified auxiliary lanes, do the designs impact a reduction in the lifetime and longevity in this corridor? Mr. Bihn noted the modeling done with the toll project and showing reduced congestion, including I-205 and I-5 variable rate tolls. Chris Ford added there will be a schedule of tolling before vehicles are driven on roadways where tolling takes place. OTC is the decision making body on this.
- Chris Deffebach noted the effort put into this project and designing for the versatility and future consistency since changes have been made since first started. Appreciation was also given to the study of Hayden Island on/off ramps.

It was asked what the implication of this action lead to, including the financial strategy and where it fit with the 2023 RTP as possible amendment to the plan, MTIP amendments and next steps Metro will see. Ms. Ellis noted we need to update the financially constrained revenue forecast which will be a big effort given the number of large project, including ones with tolling components. The IBR is in the constrained list for both planning work happening now and for the construction ahead. Metro will be working through this with ODOT, JPACT and Metro Council as we update the revenue forecast. Mr. Leybold added JPACT will probably see MTIP amendments coming in the future as well. The planning and preliminary design phase is not fully funded yet. Later, when the next phases are ready to be added for construction they will also be presented for amendments.

- Eric Hesse appreciated the efforts on the project with inclusion and commitments laid out, and strategies on how it fits into the RTP and tolling program plans. It was noted that partners on the project be encouraged to help coordinate the cross between multiple projects and

modeling assumptions to fully understand how all the pieces work together. This is an unprecedented effort in the region with expectations and benefits will be challenging to coordinate. Studying the investment opportunities, induced/demand travel patterns and congestion pricing components all need to be included. Ms. Krinkle added the tolling analysis will be added as another piece soon.

- Katherine Kelly thanked the committee for their input and extended an invitation to talk to the City of Vancouver about this issue. There have been many changes and lots of investments made in transit expansions and land use investments with this project. The City of Vancouver would be happy to provide a tour and answer further questions.

Noted in the chat:

- Sarah Iannarone: The Just Crossing Alliance has serious concerns about hi-cap transit not extending to Clark College and Washington School for the Blind FYI.
- Don Odermott: Are the 85% and 75% figures for interaction among the 7 interchanges based upon regional travel model or GPS tracking (big-data) sources? This was answered by Mara Krinkle for big data and video surveys.
- Chris Deffebach: You mean 1 aux lane in each direction, right? To accommodate the SR 14, Hayden Is and Marine Drive? Answered by Katherine Kelly: yes, one aux lane each direction across the bridge. Later added: I misstated above. The cross-section is as follows: 14' shoulder, 12' aux lane, and three 12' through lanes, 14' shoulder/bus on shoulder.
- Paul Edgar: With a dramatic increase in capacity I-5 corridor will see much higher levels of congestion between the Terwilliger curves through north Portland to the new IBR Bridge. The key point is there is inadequate capacity for what is being proposed. This will induce greater pollution.
- Don Odermott: Marine Drive is a SPUI for now but could be modified to a different interchange type in future design.

### **Transportation System Management and Operations Program Update and Regional Implementation**

(Caleb Winter, Metro, Kate Freitag, ODOT, A.J. O'Connor, TriMet) A report was provided on the status of projects that are enhancing operator capabilities to manage the system, and shared elements going into regional implementation of the 2021 TSMO Strategy. As the Transportation System Management & Operations (TSMO) Program begins to implement the recently adopted 2021 TSMO Strategy, there are many projects already making improvements. These projects come from prior TSMO planning and reflect the 2018 Regional Transportation policy outcomes: climate, equity, safety and congestion management through reliable transportation.

A description of the new traffic signal upgrading system was provided by Mr. O'Connor. Upgraded intersections linked by data communications means remote traffic engineering. The challenge to TSMO System Completeness with limited funding was described by Ms. Freitag. Under the 2022-25 TransPort Work Plan existing and proposed work groups were listed, with 2021 TSMO Strategy Actions. The committee was asked to participate in coordination opportunities. The presenters will provide an update of what actions are near-term or completed and ask for TPAC input again at a future meeting.

Comments from the committee:

- Eric Hesse appreciated the update and understanding of work achieved. It was noted of the importance for funding connecting Climate Smart, inflation and other challenges in the region with these traffic improvements, and encouraged the committee think creatively on how we can prioritize investment strategies with funding revenue to get the most benefit of capabilities in our region.

**Transit Agencies Budget and Programming of Projects update** (Eric Loomis, SMART) The presentation included an overview of what SMART programs including Dial-A-Ride, SMART Options; Vanpool coming

soon. It was noted SMART received the 2022 System Innovation Award for the successful Bus on Shoulder pilot program, co-partnered with ODOT.

The SMART Transit Fund Forecast FY 22-23 was presented. This draft budget opened for public comment with expected Wilsonville City Council adoption in June. The proposed Program of Projects FY 22/23 was presented. Included in the SMART Options Program was the new Books on Bus program. Further details on SMART proposed budget, program of projects and the agency can be asked of Kelsey Lewis, Grants & Programs Manager, and Eric Loomis, Operations Manager.

Comments from the committee:

- Jaimie Lorenzini noted the Books on Bus program was the coolest program ever!

**Updated 2024-27 MTIP Revenue forecast** (Ted Leybold, Metro)

The presentation began by noting that since June 2021, the transportation revenue changed enough to revisit and update the 2024-2027 MTIP revenue forecast. With the Bipartisan Infrastructure Law (BIL) – also known as the Infrastructure Investment and Jobs Act (IIJA) – passed into law in November 2021, the transportation system expects to see a “once in a generation” investment in infrastructure, including transportation infrastructure and the largest investment in public transit. The significant increased investment and having annual estimates through federal fiscal year 2026 warranted returning back to the 2024-2027 MTIP revenue forecast to revise it prior to the programming of projects and fiscally constraining the four-year investment program.

**Summary of Forecast of Federal and State Transportation Revenues Portland Metro Area  
Transportation  
Federal Fiscal Years 2024 through 2027 (in millions)**

	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FYs 2024-27 Total
<b>ODOT Directed</b> <sup>1</sup>	N/A <sup>4, 7</sup>	119.2	119.2	119.1	\$357.5
<b>ODOT to Cities/Counties</b> <sup>2</sup>	N/A <sup>4, 7</sup>	\$15.36	\$15.36	\$15.36	\$46.08
<b>State Trust Fund to Cities/Cos.</b>	\$240.36	\$249.66	\$248.83	\$248.00	\$986.85
<b>Federal Discretionary</b> <sup>9</sup>	\$74.0	\$74.0	\$74.0	\$0	\$222.0
<b>Metro MPO</b> <sup>1,3, 6, 8</sup>	\$13.6 <sup>4</sup>	\$54.2	\$54.9	\$54.9	\$177.60
<b>SMART</b>	\$2.04	\$2.15	\$2.27	\$2.39	\$8.85
<b>TriMet</b>	\$158.5	\$167.2	\$174.4	\$181.7	\$681.8
<b>Total</b>	<b>\$488.5</b>	<b>\$681.77</b>	<b>\$688.96</b>	<b>\$621.45</b>	<b>\$2,480.68</b>

Revenue estimates for the Portland metropolitan region will be further coordinated with partners throughout the development of the 2024-2027 MTIP. As transportation priorities get selected and programmed by project phase (e.g. planning, preliminary engineer/design, right-of-way, and construction) and assigned a funding type (e.g. STBG, HSIP, etc.), the MTIP will reference the early revenue forecast as the starting point for determining reasonably available revenues and demonstration of fiscal constraint - the balancing of project costs with anticipated revenue.

Next steps:

Funding Allocations

- ODOT programs – wrapping up autumn 2022
- RFFA – JPACT and Metro Council – September/October 2022

TPAC updates

- ODOT programs – monthly
- RFFA – at key milestones
- Transit – annual (spring)

It was asked for the committee to direct any questions on the materials presented at the meeting to Ted Leybold and Grace Cho directly.

**Update on new IIJA Programs – Great Streets and Innovative Mobility Program** (Kazim Zaidi and Susan Peithman, ODOT) The presentation was led by Kazim Zaidi with a description of the final OTC decision of IIJA Flexible Funding amounts and categories.

Program Area	Funding (Millions)
Enhance Highway	\$50
Fix-It	\$75
Great Streets	\$50
Safe Routes to School	\$30
Innovative Mobility Program	\$10
Local Climate Planning	\$15
Maintenance & Operations	\$40
ADA	\$95
Match for Competitive Grants	\$40
<u>Business &amp; Workforce Development</u>	<u>\$7</u>
Total	\$412

The presentation focused on two programs. First, the Innovative Mobility Program:

- Improves access and travel options for people walking, biking, rolling, taking transit, and sharing rides
- Federal IIJA and State-funded
- 50% via competitive discretionary grants (\$10M)
- 50% via targeted ODOT convened and partner delivered programs (\$10M)
- Focus on historically excluded groups

The Innovative Mobility Program includes Statewide and targeted congestion pricing mitigation projects, travel training and encouragement, bike safety gear, skills training, and racks, urban and rural vanpools for job access, and pedal and ebike share programs.

Comments from the committee:

- Karen Buehrig reported she was excited to hear about this program with the key word being innovative. It was noted we should think outside the box of typical engagement and partnerships, such as social service agencies and transportation management associations that can be integrated to provide service to elderly and disabled for jobs with other services. It was asked who should be contacted to be able to move forward with these ideas.

Mr. Zaidi provided his email in chat for reaching him directly. It was noted ODOT is having conversations with other state agencies reaching organizations that have been historically challenging for outreach and engagement. This program is learning what mechanisms there are for delivery, casting a wide net for best possible application and ideas so that innovations are in line with strategies, and have the lowest type and number of barriers for participation.

- Eric Hesse noted some organizations beyond listed agencies for reaching out to with interest in these programs, including the Portland Clean Energy Fund and Metro's Emerging Trends project work. The amount of funding for these programs appears ambitious but has the potential overlap with other funds such as STIP on the transit side. More understanding of how these programs could be leveraged and identified to help mitigate congestion pricing in the region was suggested. Mr. Zaidi noted the Federal funding that was then split between programs. The next step is the engagement process and finding out what communities are interested in with the programs.
- Karen Williams recommended outreach to employers, particularly those in rural areas and outreaches of suburban areas which may not have access to reliable public transportation. Outreach could also be considered to economic development districts that are not necessarily within MPO areas.

- Jaimie Lorenzini expressed interest in the potential places to partner on these projects to help close the gap on the last mile of transit in Clackamas County. How will ODOT measure the performance of innovation in these programs? Mr. Zaidi noted they are still working on details, and have a relatively small amount of funds to initially kick start the process. They will provide progress reports to demonstrate what is working (or not) and commit to coming back to the committee with more information.
- Alison Boyd recommend to engage Multnomah County's Racial and Ethnic Approaches to Community Health (REACH) program that collaborates with community partners through the ACHIEVE Coalition.
- Chris Deffebach noted it was asked about lowering barriers to participation. The public still needs more awareness of what options are available with resources. It was suggested this outreach would help build the awareness and go beyond community groups now in partnerships now. It was noted coordination with current partners and lesser known organizations would help reach communities. It was suggested to partner with the Westside Transportation Alliance and their work groups.

Susan Peithman introduced herself and presented information on the Great Streets Program. The Oregon Transportation Commission approved spending \$412 million of Infrastructure Investment and Jobs Act flexible highway funding on this program initial start for \$50 million. It was noted many state highways that pass through urbanized areas are focused on moving cars and trucks through communities but do not adequately address community safety, specifically for people walking and biking. These main streets do not support community and economic vitality and many need significant improvements.

Federal and state transportation funding is usually attached to specific program requirements that makes it difficult to address safety needs for these critical streets holistically. The Commission dedicated funding to a "Great Streets" program to improve urban main streets in communities of all sizes. The "Great Streets" program prioritizes safety, accessibility, and equity, and will address declining road conditions and other needs.

Comments from the committee:

- Karen Buehrig asked how it was anticipated using the different region and their staff input into this particular program as projects are selected. In addition, will they play a specific role in priority of projects? Ms. Peithman noted that ODOT staff is meeting with the state regions and working on two components of how we are talking through equitable engagement of bringing forward project ideas. First, working with existing relationships with community organizations and future of the projects if selected, and second, what the expectation of the project would be for the region. All efforts are led by the Office of Social Equity.

How the projects will be selected is still undetermined, but they are working through the criteria. They are also determining how this will be evaluated against other regions. Ms. Buehrig asked when the money would start to flow, and when is the project selection expected to happen. Ms. Peithman noted the funds were part of the 24-27 STIP. It was important time is taken for the engagement process first, and being intentional of having the correct timeline placed for the regions. It was expected that in six months more clarity on the program would be known.

**Committee comments on creating a safe space at TPAC** (Chair Kloster) – The following subject comments were received, and will be discussed under Comments from the Chair at the June 3 TPAC meeting:

*Enabling live transcript/closed captioning for future meetings*

*Hybrid meeting format for overcoming technology challenges and full participation at meetings.*

*Use Legistar for committee materials structure to make packets and supplementary items more accessible.*

**Adjournment**

There being no further business, meeting was adjourned by Chair Kloster at 12:03 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, May 6, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	5/6/2022	5/6/2022 TPAC Agenda	050622T-01
2	TPAC Work Program	4/28/2022	TPAC Work Program as of 4/28/2022	050622T-02
3	Memo	4/26/2022	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (from the end of March through Late April, 2022)	050622T-03
4	Memo	4/29/2022	TO: TPAC and interested parties From: Lake McTighe, Regional Planner RE: April 2022 Report - Traffic Deaths in the three counties	050622T-04
5	Draft Minutes	4/1/2022	Draft Minutes from TPAC April 1, 2022 meeting	050622T-05
6	Resolution 22-5266	N/A	FOR THE PURPOSE OF AMENDING THE 2021- 26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO CANCEL ODOT'S OR224, SE 17th AVE TO RAINBOWCAMPGROUND SAFETY UPGRADE PROJECT FOR LATER REPROGRAMMING IN THE 2024-27 STIP DUE TO FUNDING ISSUES AND OVERLAPPING SCOPE ELEMENTS WITH THE OR224 RIVERSIDE FIRE RECOVERY EFFORT (MY22-12-MAY2)	050622T-06
7	Exhibit A	N/A	Exhibit A to Resolution 22-5266	050622T-07
8	Staff Report	4/21/2022	Staff Report for Resolution 22-5266	050622T-08
9	Attachment 1	2/4/2022	Attachment 1: OR224 Wildfire Recovery FAQs	050622T-09
10	Resolution 22-5265	N/A	FOR THE PURPOSE OF AMENDING THE 2021- 26 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCREASE THE CONSTRUCTION PHASE FOR THE I-205, I-5 to OR 213, PHASE IA PROJECT ALLOWING THE CONSTRUCTION PHASE TO MOVE FORWARD AND BE IMPLEMENTED (MY22-11-MAY1)	050622T-10
11	Exhibit A	N/A	Exhibit A to Resolution 22-5265	050622T-11
12	Staff Report	4/26/2022	Staff Report for Resolution 22-5265	050622T-12
13	Attachment 1	July 2021	Attachment 1: I-205 Improvements Fact Sheet	050622T-13
14	Attachment 2	4/26/2022	Attachment 2: OTC I-205 Abernethy Letter	050622T-14

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
15	Memo	4/29/2022	TO: TPAC and interested parties From: Matt Bihn, Principal Transportation Planner RE: Interstate Bridge Replacement Project (IBR) Locally Preferred Alternative	050622T-15
16	Attachment 1	N/A	Interstate Bridge Replacement Program Fact Sheet	050622T-16
17	Attachment 2	March 2022	Interstate Bridge Replacement Program: Centering Equity	050622T-17
18	Attachment 3	N/A	Interstate Bridge Replacement Program: Program Update	050622T-18
19	Memo	05/05/2022	MEMORANDUM: OVERVIEW OF PROGRAM RECOMMENDATION FOR MODIFIED LOCALLY PREFERRED ALTERNATIVE	050622T-19
20	Handout	May 2022	IBR Modified Locally Preferred Alternative Briefing Packet	050622T-20
21	Memo	4/29/2022	TO: TPAC and interested parties From: Caleb Winter, Senior Transportation Planner and TSMO Program Manager RE: Transportation System Management and Operations Program Update and Regional Implementation	050622T-21
22	Memo	4/29/2022	TO: TPAC and interested parties From: Grace Cho, Metro RE: 2024-2027 MTIP – Transit Agency Annual Budget Process Update and Programming of Projects	050622T-22
23	Memo	4/29/2022	TO: TPAC and interested parties From: Grace Cho, Senior Transportation Planner Ted Leybold, Resource Development Manager RE: 2024-2027 Metropolitan Transportation Improvement Program (MTIP) Revenue Forecast – Updated	050622T-23
24	Attachment 1	N/A	Attachment 1 – Summary of Forecast of Federal and State Transportation Revenues Portland Metro Area Transportation Federal Fiscal Years 2024 through 2027 (in millions)	050622T-24
25	Attachment 2	May 2022	Attachment 2 - 2024-2027 Metropolitan Transportation Improvement Program (MTIP) Financial Forecast State and Federal Unallocated Funds	050622T-25
26	Slide	May 6, 2022	May traffic deaths report for Clackamas, Multnomah and Washington counties	050622T-26
27	Public Comment Letter	N/A	Public Comment Letter: Paul Edgar, Oregon City Resident	050622T-27
28	Presentation	May 6, 2022	May 2022 Formal MTIP Amendment Resolutions 22-5266 (OR224) + 22-5265 (I-205 Abernethy) Amendments# MY22-11-MAY1 + MY22-12-MAY2	050622T-28
29	Presentation	May 6, 2022	Interstate Bridge Replacement Update	050622T-29
30	Presentation	May 6, 2022	Transportation System Management & Operations Program Update and Regional Implementation	050622T-30
31	Presentation	May 6, 2022	Metropolitan Transportation Improvement Program Coordination	050622T-31

<b>Item</b>	<b>DOCUMENT TYPE</b>	<b>DOCUMENT DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
32	Presentation	May 6, 2022	2024-27 MTIP Revenue Forecast - Updated	050622T-32
33	Presentation	May 6, 2022	Infrastructure Investment and Jobs Act Flexible Funding Decision	050622T-33