



Meeting minutes

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

Date/time: Friday, August 7, 2020 | 9:30 a.m. to 12 noon

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

Members Attending

Tom Kloster, Chair
Chris Deffebach
Lynda David
Eric Hesse
Dayna Webb
Katherine Kelly
Jeff Owen
Laurie Lebowsky
Lewis Lem
Tyler Bullen
Glenn Koehrsen
Jessica Stetson
Gladys Alvarado
Idris Ibrahim
Yousif Ibrahim
Wilson Munoz

Affiliate

Metro
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
TriMet
Washington State Department of Transportation
Port of Portland
Community Representative
Community Representative
Community Representative
Community Representative
Community Representative
Community Representative
Community Representative

Alternates Attending

Steve Williams
Allison Boyd
Garet Prior
Glen Bolen
Jon Makler
Gerik Kransky

Affiliate

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

Members Excused

Karen Buehrig
Jessica Berry
Don Odermott
Mandy Putney
Karen Williams
Donovan Smith
Taren Evans
Rachael Tupica
Jennifer Campos
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Cullen Stephenson

Affiliate

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

Jean Senechal Biggs
Will Farley
Austin Barnes
Julia Hajduk
Sorin Garber
Rachel Dawson
Hector
Unidentified Phone Caller

Affiliate

City of Beaverton
City of Lake Oswego
Marion County
City of Sherwood

Oregon Department of Transportation

Metro Staff Attending

Ken Lobeck, Funding Programs Lead	Ted Leybold, Planning & Development Resource Mgr.
Lake McTighe, Senior Transportation Planner	Eliot Rose, Senior Tech & Transportation Planner
John Mermin, Senior Transportation Planner	Dan Kaempff, Principal Transportation Planner
Tim Collins, Senior Transportation Planner	Kim Ellis, Principal Transportation Planner
Ally Holmqvist, Senior Transportation Planner	Caleb Winter, Senior Transportation Planner
Matthew Hampton, Senior Transportation Planner	Grace Cho, Senior Transportation Planner
Monica Krueger, Transportation Engineer	Bill Stein, Senior Researcher & Modeler
Summer Blackhorse, Program Assistant III	Marie Miller, TPAC Recorder

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 of members and alternate members present was declared. Guests, public members and staff were noted as attending. A brief overview of Zoom meeting specifics were reviewed.

2. Comments From the Chair and Committee Members

- **Committee input form on Creating a Safe Space at TPAC** (Chairman Kloster)
Chairman Kloster noted the return to TPAC meetings with making meetings a “Safe Space” regarding racial equity and welcoming comments for racial justice. The chat area in Zoom meetings will now contain a Wufoo link that attendees can click on to send input, comments and ideas. These will be sent to Chairman Kloster for review/discussion at the end of each meeting.
- **COVID-19 and racial equity updates from Metro and Region** (Chairman Kloster and all)
Chairman Kloster noted the continuing re-opening of the Oregon Zoo. Metro Regional Center remains closed to the public and is expected to stay closed until at least January 2021. Safety plans to address health of the public and staff are being discussed. Meetings are planned to continue virtually. Feedback on making meetings easier or improved by this method are welcome.

Eric Hesse noted the loss of a City of Portland Bureau of Planning and Sustainability staff member, Tony Lamb. This racial equity champion for the city will be greatly missed. The link to his memorial was later shared with the committee.

- **Monthly Metropolitan Transportation Improvement Program (MTIP) Amendments Update** (Ken Lobeck) Ken Lobeck provided the monthly submitted MTIP formal amendment and administrative modification project lists through the July 2020 timeframe, with details in the

packet memo. Jeff Owen asked for clarification on the memo with project MTIP #70684, Lead Agency: Gresham. The total project cost is \$1,204,201 and equals a 29.8% increase to the project should read total project **increase** cost is.... This clarification was confirmed.

- **Fatal crashes update** (Lake McTighe)

Lake McTighe provided the committee with the latest fatal Crashes update from preliminary data from ODOT. These updates provide the importance to transportation safety and planning. Since the packet memo was sent there have been three more fatal crashes in the region, including an 18-month old child. Fatal crashes are increasing not only in the region, and state, but across the county. Increased speed is one of the causes with this issue.

Comments from the committee:

- Jess Stetson thanked Ms. McTighe for reading the names in the report. The 2-year old reported in the hit and run was emotional in Milwaukie. There is frustration from having concerns raised with the City and County because roads with pedestrians are not prioritized for safety upgrades and improvements, with wait times of 18 months for speed zone readers. Ms. McTighe added that discussion with police enforcement has been a topic of late, noting automated enforcement might be implemented with less bias. This could be a possible tool to curb speed.
- Jeff Owen asked to clarify the number of fatal crashes in July. Ms. McTighe stated there were 16 now since the last report to TPAC. It was suggested to include the fatal crash update memo each month in the JPACT packet. **TPAC recommended this action by consensus.**
- Katherine Kelly mentioned an ODOT committee looking at emerging technology that was focused more on automated vehicles, but not automation safety. It was asked what legislative is being brought forward on addressing both system (specific road infrastructure and road specific) and vehicle designs for automation safety. More encouragement for these was given.
- Steve Williams clarified what road in Milwaukie was involved in the 2-year old fatal crash, identified on SE Wichita Ave. Asked why speed was not named as the cause of the hit and run, Ms. McTighe noted that police reports were not able to identify the driver of the vehicle. Mr. Williams noted the challenges with balancing engineering/planning streets while difficult to enforce human behavior. Suggested further discussion on design standards to improve safety and reduce speed on roads was held. Ms. McTighe noted future meetings and workshops are being planned on this subject.
- Eric Hesse commented on the timing for a fall workshop on this issue, possibly pre-legislative session. The complexity of speed controls, enforcement and designing safety with technology is challenging but important. The City of Portland is presenting local speed control with the state legislature currently.
- Katherine Kelly noted the safety planning emphasis in the RTP, which is scheduled to begin the scoping phase for the next RTP, with final adoption in 2023.
- **2020-21 UPWP administrative amendment for Regional Freight Delay and Commodities Movement Study** (John Mermin) John Mermin noted his memo in the packet that identified a study that was included within the 2020-21 UPWP Regional Freight Program narrative that warrants a separate narrative to provide more detail on its specifics. This study was presented in more detail on the agenda.
- **2021-2024 MTIP Adoption Update** (Grace Cho) Grace Cho announced that Metro Council approved the 2021-2024 MTIP on July 23. Currently the document is with Federal partners

waiting for final approval, expected this fall. Acknowledgement on the work from TPAC members was given. Chris Deffebach asked about the policy direction from JPACT on the adopted MTIP. There did not appear to be much discussion at JPACT with the MTIP actions and recommendations. Ms. Cho noted that current funding allocation discussions from MTIP with implications for the 21-24 STIP are taking place, which include the recommendation of the RTP four pillars for policy direction.

- **Regional Mobility Policy Update** (Kim Ellis) From late May to mid-July, the project team briefed county coordinating committees and worked with individual cities and counties to identify potential examples of how the current mobility policy has been applied in the Portland region. The consultant team is now under contract and will begin working with Metro, ODOT and the local agencies involved in describing and analyzing the selected examples of current approaches. Initial findings from this work will be reported to TPAC MTAC at a joint workshop scheduled for October 21. Following the meeting a memo with current approaches and locations, and a fact sheet on the Regional Mobility Policy Update was sent to the committee and added to the meeting packet.
- **Building Blocks for Regional Resilience Workshop Announcement** (Chairman Kloster) On behalf of Sasha Pollack, Chairman Kloster announced a workshop this fall on Regional Resilience. The workshop for our 5-county (Clark, Columbia, Clackamas, Multnomah, and Washington) region will focus on the region's natural hazard mitigation plans. The goal of the Regional Resilience Workshop for Natural Hazard Mitigation is to support regional coordination by establishing regional priorities and expanding equity in local Natural Hazard Mitigation Plans in order to reduce our vulnerability to natural hazards and to leverage federal and philanthropic funding opportunities. Date and details for the workshop will be sent to the committee when known.

3. Public Communications on Agenda Items

- Glen Bolen reported there were 13 applications received for the Transportation and Growth Management (TGM) grants program for Region 1. ODOT has a survey available now through December on how the Oregon Transportation Commission will allocate funding among categories in the 2024-27 Statewide Transportation Improvement Program (STIP). This survey can be found with this link: <https://www.surveymonkey.com/r/W5C9G67>
It was also noted that Mandy Putney has taken a new position at ODOT with the I-205 project office.
- Eric Hesse noted the upcoming Pricing Options for Equitable Mobility Community Task Force meeting to be held online, Monday August 10. The link to attend is here: <https://www.portlandoregon.gov/transportation/article/750495>

4. Consideration of TPAC Minutes from July 10, 2020

Jeff Owen added a correction to the July 10, 2020 minutes: Page 3, second paragraph, remove the second sentence (unnecessary).

MOTION: To approve the minutes from July 10, 2020 with above correction.

Moved: Jeff Owen

Seconded: Gareth Prior

ACTION: Motion passed with two abstentions; Glenn Koehrsen and Allison Boyd.

5. **Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5125** (Ken Lobeck) Ken Lobeck provided information on the August 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Transition Amendment that contains technical corrections to existing projects and new projects for inclusion in the new 2021-24 MTIP. The amendment is being processed under MTIP amendment number AG21-01-AUG and under Resolution 20-5125.

The 2021-24 MTIP Transition Amendment is being split into a formal/full amendment and a technical Administrative Modification. The formal/full amendment is being split into two separate amendments: The August 2020 and September 2020 formal/full amendments. Two formal amendments were deemed necessary to ensure we covered end of the year project obligation issues and delays resulting in needed phase slips.

The August 2020 Formal Transition Amendment bundle contains a total of thirteen projects. These projects were listed in Exhibit A of the Amendment, and reviewed with the presentation. Following expected Metro Council approval in October, USDOT approval is expected in early November 2020.

Comments from the committee:

- Chris Deffebach asked for clarification on projects 3, 4 and 5 under project name Portland Metro Planning. Mr. Lobeck noted these are adding UPWP new projects with estimates that have been approved and now confirmed, to the FY 2021-24 MTIP which includes required UPWP planning fund estimates of PL and 5303 for Metro for SFY 23, SFY 24 and SFY 25.
- Garet Prior asked for more details on the 30% cost increase in the Gresham project. Mr. Lobeck reported the initial construction phase was done early with a soft estimate, with the final cost estimate held until 90% of design was planned. Katherine Kelly added the purchase or right-of-way cost increased from initial plans with some environmental issue addressed in the application. Mr. Lobeck noted that more advance planning with pre-scoping helps identify cost identifications.

MOTION: To approve recommendation to JPACT of Resolution 20-5125 consisting of thirteen projects in the August Formal Transition Amendment Bundle enabling the projects to be amended correctly into the 2021 MTIP in October with final approval to occur from USDOT.

Moved: Jeff Owen

Seconded: Katherine Kelly

ACTION: Motion passed unanimously.

6. **Unified Planning Work Program (UPWP) 2020-21 Amendment 20-5124 Pedestrian and Bicycle Crossing: Oregon City to West Linn** (John Mermin) This proposed amendment to the 2020-21 UPWP was described by Mr. Mermin. The Oregon Department of Transportation (ODOT) Region 1 is initiating a planning effort with agency partners to verify the need for a pedestrian and bicycle crossing over the Willamette River connecting Oregon City and West Linn and to identify a preferred crossing location.

Following public outreach and engagement for the project the project team will analyze Willamette river crossing locations and identify the preferred location among three options. ODOT staff will provide more details to TPAC on this project in early 2021.

MOTION: To recommend Resolution No. 20-5124 to JPACT, amending this study into the 2020-21 Unified Planning Work Program.

Moved: Steve Williams

Seconded: Dayna Webb

ACTION: Motion passed unanimously.

7. **Regional Freight Delay and Commodity Movement Study/Planning** (Tim Collins) Tim Collins provide information on the Regional Freight Delay and Commodity Movement Study. Developed as part of the 2018 Regional Freight Strategy, the Regional Freight Strategy is part of the 2018 RTP. The new Regional Freight Model was completed in 2018 and has the capability to look at Commodity Movement in our region. Purpose of the study is to evaluate the level and value of commodity movement on the regional freight network. It includes a policy framework for commodity movement in the region; with a history of how COVID-19 economic impacts have effected freight truck travel, e-commerce and delivery services.

The study objects are to:

- Identify which mobility corridors are carrying the highest volumes and highest values of commodities
- Explore how increases in e-commerce are impacting the transportation system and regional economy
- Examine how congestion and unreliability on the regional transportation system impacts commodity movement
- Make recommendations for future regional policy and planning efforts to improve commodity movement; while addressing equity, safety and climate when applicable

The study is federally funded with \$200,000 of the Regional Flexible Fund Allocation (RFFA) for freight planning. Next steps include updating the MTIP if needed, completing the Request for Proposal (RFP), submitting the RFP to interested consultant firms and contractors, and providing updates and opportunities for feedback from TPAC. It was noted that modeling for this study is highly important given the quickly changing economic and transportation demand needs. Adjustments will be recalibrated as needed.

Comments from the committee:

- Jeff Owen asked what the anticipated schedule with the study was, and if TPAC would be used as a technical group. Mr. Collins noted the project management team would be looking at the technical analysis of the project in the next 18 months, bringing information to TPAC for input 2-3 times during this period. Following the RFP, it was anticipated the consultant would be on board early next year, with the project completed in the summer of 2022.

It was asked that with anticipated emission increasing due to higher volumes of freight movement, was part of this study to look at the potential reduction of emissions? Mr. Collins noted the study was to look at the larger context that included diesel engines swapped for oil engines, and how technology might allow for less emissions.

- Eric Hesse noted that PBOT is currently updating their Freight Master Plan, which could have potential data to coordinate this study. The work with ecommerce and urban delivery with changing trends would be helpful in combined efforts. Mr. Collin noted his work on the study has been coordinating with PBOT and others to keep partners updated.
- Garet Prior suggested that in the study objectives, to make recommendations for future regional policy and planning efforts to improve commodity movement; while addressing equity, safety and climate when applicable, remove the **when applicable**. Equity, safety and climate were important elements of focus in freight movement planning.

Noting that industrial jobs and job centers could be part of addressing equity in the modeling of the project, including worker commute patterns with lack of transit. It was suggested that modeling patterns between freight commerce and urban distribution design would be helpful. Mr. Collins added the equity lens to middle range jobs and industrial jobs would be part of the policy framework.

- Gerik Kransky noted that with the change out from diesel engines to cleaner, more efficient engines, DEQ had good data and experience on these issues and would like to partner on this study effort. Mr. Collins acknowledged DEQ would be included in the study. Additional partners to provide expertise will be businesses and commerce entities with knowledge on freight distribution. Also part of the study is a possible stakeholder advisory committee.
- Lewis Lem noted the Port was interested in working with the study. Internal discussions at the Port have included future uses of industrial lands, transportation and economic impacts, and social equity with jobs and land uses. It was asked if the growth in regional distribution centers were resulting in longer distance freight trips, and results of economic multiplier effects. Acknowledgment was given to the work on the freight modeling.
- Steve Williams was pleased to hear a Stakeholder Advisory Committee was being planned with the study. Noting an earlier Regional Freight Planning group and their effectiveness in transportation planning with representatives from business, local governments, state agencies and others, it provided a broad-based focus multiple-indiscipline team that was useful in planning freight issues.
- Chris Deffebach offered information from Washington County with their Freight Study including input on tonnage and volumes. It was noted the importance of all commodities being included in this study, having freight data embedded in the travel model. Ms. Deffebach offered to provide County representatives for a tech committee as part of the project team. The results with the study can hold importance to showing the cost of commodities, and relation to congestion. Noting the mention of both the Regional Freight Network and regional corridors, it was agreed that the corridors would be included in the study.
- Eric Hesse noted some additional resources added to the chat area regarding work from PBOT with equity focus safety and climate issues. As plans are being updated for freight and commodity transportation, identified strategies and plans can support these efforts.
- Jeff Owen noted that when the committee meets in person, a method to capture shared links will need to be created; they have been useful in our discussions. It was noted that as we study ways to improve multi-modal travel on our roads, there are limited roads that need to be carefully planned that offer the biggest advantage with our resources. It was suggested that potential conflicts in corridors/roads in the network be identified that could either negate or benefit commodity travel.

8. Columbia-Lombard Mobility Corridor Plan (Bryan Poole, Portland Bureau of Transportation)

Bryan Poole presented information on the Columbia-Lombard Mobility Corridor Plan to address safety, mobility, and access for freight, active transportation, and public transit both along the corridor (east/west) and across it (north/south). NE Columbia Blvd and NE Lombard St, running parallel on opposite sides of the Kenton Line railroad, are vital links in the regionally-identified mobility corridor running east and west between the I-5 and I-205 freeways.

According to the Regional Transportation Plan, mobility corridors should function well as a whole for all modes of transportation, though different modes may be prioritized to a greater or lesser degree on different facilities within the corridor. Due to aging infrastructure, gaps and deficiencies in the multimodal network, growing traffic congestion, major safety issues, and longer commuting distances, the Columbia/Lombard Corridor is not functioning as well as it should for the freight, transit, and active transportation modes that our policies tell us should be high priorities. All users would benefit from improvements that would enhance mobility and access, provide greater connectivity, and reduce conflicts.

Funding for the project came from ODOT TGM grant resources, ODOT Rail, and City of Portland funds. The project total was \$450,000. Public comments on the project highlighted for better safety, improved conditions for those traveling by bicycling, walking or transit, and a clearer separation of travel modes. Project recommendations separated into six corridor segments, as well as specific focus on improvements for people walking, biking, and freight movement.

Summary of Proposed Improvements on Columbia Blvd.

- Improve safety through access management (where possible) and add lighting
- Consider restriping Columbia Blvd. between NE 60th and NE 80th to improve freight reliability
- Add signage/other treatments to better designate area as freight district
- Use ITS (Intelligent Transportation System) along corridor to improve traffic reliability
- Upgrade and add signals to improve safety
- Make it safer and easier to get on and off the corridor
- Add signal at NE 11th Ave. and Columbia Blvd
- Redesign NE 33rd Ave/Drive and Columbia interchanges/overcrossing
- Fill sidewalk gaps and improve condition of existing sidewalks

Summary of Improvements – Lombard Street

- Increase pedestrian/bicycle crossing opportunities between Denver Ave. and MLK Blvd.
- Extend lane reconfiguration and bike lanes from Delaware to Denver or Concord/Fenwick
- Improve railroad crossing of 11th Ave at NE Lombard/Lombard Place
- Improve safety through cross-section changes between 11th and Cully Blvd., either by limiting access with a median or reconfiguring lanes.
- Reconfigure ramps at 33rd and 42nd Ave
- Add lighting and filling sidewalk gaps
- Improve bicycle safety on NE Killingsworth between 82nd Ave. and I-205
- Add ITS to improve traffic reliability

Summary of Improvements – Freight

Goal: Improve freight movement and predictability along the Columbia corridor.

Recommendations include:

- Improving local freight district streets
- Better identifying Columbia as a freight priority street
- Addressing over-dimensional pinch point at the Union Pacific overcrossing of Columbia
- Exploring options for lane reconfiguration/widening between NE 60th and NE 82nd Ave
- Expanding ITS to include Columbia (47th Ave to I-205) and Lombard St.
- Addressing unsafe conditions at NE 11th/Lombard and NE 33rd Ave.

- Repaving Cornfoot Road
- Limiting signals and crossings along Columbia

A summary of walking improvements and bicycle access was shared as well. Currently the project team is working on further concept development on certain segments/projects. They are beginning to bundle the 85 identified projects based on public feedback, feasibility, and funding opportunities. The draft plan should be released in late 2020.

Comments from the committee:

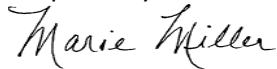
- Tyler Bullen gave support for any improvements that can make biking easier and safer. One of the more challenging areas on bike have been crossing Lombard on 33rd to Marine Drive. Agreement was given to changes on Lombard reducing lanes from 2 to 1. It was suggested to start with simple projects and see improvements as they developed.
- Tom Bouillon thanked the project team with this effort. It was noted of the challenge with competing land uses and different types of transportation facilities. Accommodating all modes with jobs in this corridor area was impressive. We are already seeing improvements with North/South connectivity, and Cully neighborhood employment areas to the North.
- Glen Bolen gave a shot out with the ODOT grant funding, and was pleased to have participated as part of the project team.

9. Committee Wufoo Reports on Creating a Safe Space at TPAC (Chairman Kloster and all) No comments were shared with the Wufoo survey for this meeting.

10. Adjourn

There being no further business, meeting was adjourned by Chairman Kloster at 11:50 am.

Respectfully submitted,



Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, August 7, 2020

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	08/07/2020	08/07/2020 TPAC Agenda	080720T-01
2	TPAC Work Program	07/28/2020	TPAC Work Program, as of 07/28/2020	080720T-02
3	TPAC/MTAC Workshop Work Programs	7/17/2020	TPAC/MTAC Workshop Work Program, as of 07/17/2020	080720T-03
4	Memo	07/29/2020	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments	080720T-04
5	Memo	07/31/2020	TO TPAC and interested parties From: Lake McTighe, Regional Planner RE: Fatal crash update	080720T-05
6	Memo	07/23/2020	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Administrative amendments to the 2020-21 Unified Planning Work Program (UPWP)	080720T-06
7	Draft Minutes	07/10/2020	Draft minutes from July 10, 2020 TPAC meeting	080720T-07
8	Resolution 20-5125	08/07/2020	Resolution 20-5125 FOR THE PURPOSE OF COMPLETING REQUIRED TECHNICAL CORRECTIONS THROUGH THE FIRST OF TWO FORMAL TRANSITION AMENDMENTS TO THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO ADD NEW PROJECTS OR CORRECT AND UPDATE CURRENT PROJECT PROGRAMMING INVOLVING PHASE SLIPS, COST ADJUSTMENTS, DELIVERY TIMING UPDATES, AND/OR FUND SWAPS IMPACTING VARIOUS PROJECTS AND AGENCIES (AG21-01-AUG)	080720T-08
9	Exhibit A to Resolution 20-5125	08/07/2020	Exhibit A to Resolution 20-5125	080720T-09
10	Staff Report	07/29/2020	Staff Report to Resolution 20-5125	080720T-010
11	Resolution 20-5124	08/07/2020	Resolution 20-5124 FOR THE PURPOSE OF AMENDING THE FY 2020-21 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD AN ODOT PROJECT TO STUDY A NEW WILLAMETTE RIVER BIKE AND PEDESTRIAN CROSSING BETWEEN OREGON CITY AND WEST LINN IN THE VICINITY OF I-205	080720T-11

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
12	Exhibit A to Resolution 20-5124	08/07/2020	Project Narrative: ODOT – Pedestrian & Bicycle Crossing: Oregon City to West Linn	080720T-12
13	Staff Report	06/30/2020	IN CONSIDERATION OF RESOLUTION NO. 20-5124 FOR THE PURPOSE OF AMENDING THE FY 2020-21 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD AN ODOT PROJECT TO STUDY A NEW WILLAMETTE RIVER BIKE AND PEDESTRIAN CROSSING BETWEEN OREGON CITY AND WEST LINN IN THE VICINITY OF I-205	080720T-13
14	Handout	n/a	Columbia Lombard Mobility Corridor Plan	080720T-14
15	Fact Sheet	August 2020	Regional mobility policy update	080720T-15
16	Memo	08/05/2020	TO: TPAC and interested parties From: Kim Ellis, Metro Project Manager RE: Regional Mobility Policy Update: Examples of Current Approaches	080720T-16
17	Additional Info from Comments from the Chair	08/07/2020	Regional Resilience Workshop Announcement	080720T-17
18	Presentation	08/07/2020	August 2020 Formal Transition Amendment Summary: Applies to the new 2021-24 MTIP	080720T-18
19	Presentation	08/07/2020	2020-21 Unified Planning Work Program Amendment ODOT – Pedestrian & Bicycle Crossing: Oregon City to West Linn	080720T-19
20	Presentation	08/07/2020	Regional Freight Delay and Commodities Movement Study	080720T-20
21	Presentation	08/07/2020	Columbia Lombard Mobility Plan	080720T-21