



# Meeting minutes

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

Date/time: Friday, September 4, 2020 | 9:30 a.m. to 11:30 a.m.

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

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## **Members Attending**

Ted Leybold, Vice Chair  
Karen Buehrig  
Chris Deffebach  
Lynda David  
Dayna Webb  
Katherine Kelly  
Don Odermott  
Jeff Owen  
Jon Makler  
Karen Williams  
Laurie Lebowsky  
Lewis Lem  
Tyler Bullen  
Glenn Koehrsen  
Jessica Stetson  
Idris Ibrahim  
Yousif Ibrahim

## **Affiliate**

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

## **Alternates Attending**

Allison Boyd  
Mark Lear  
Peter Hurley  
Jaimie Huff  
Glen Bolen

## **Affiliate**

Multnomah County  
City of Portland  
City of Portland  
City of Happy Valley and Cities of Clackamas County  
Oregon Department of Transportation

## **Members Excused**

Jessica Berry  
Eric Hesse  
Donovan Smith  
Gladys Alvarado  
Taren Evans  
Wilson Munoz  
Rachael Tupica  
Jennifer Campos  
Rob Klug  
Shawn M. Donaghy  
Jeremy Borrego  
Cullen Stephenson

## **Affiliate**

Multnomah County  
City of Portland  
Community Representative  
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**

Jean Senechal Biggs  
Will Farley  
Julia Hajduk  
Erica Rooney  
Mike Foley  
Nick Fortey  
Colin McConnaha  
Michael Orman  
Travis Brouwer  
Talena Adams

### **Affiliate**

City of Beaverton  
City of Lake Oswego  
City of Sherwood  
City of Lake Oswego  
  
Federal Highway Administration  
Oregon Department of Environmental Quality  
Oregon Department of Environmental Quality  
Oregon Department of Transportation  
Oregon Department of Transportation

### **Metro Staff Attending**

Ken Lobeck, Funding Programs Lead	Dan Kaempff, Principal Transportation Planner
Lake McTighe, Senior Transportation Planner	Kim Ellis, Principal Transportation Planner
John Mermin, Senior Transportation Planner	Ally Holmqvist, Senior Transportation Planner
Grace Cho, Senior Transportation Planner	Caleb Winter, Senior Transportation Planner
Matthew Hampton, Senior Transportation Planner	Bill Stein, Senior Researcher & Modeler
Summer Blackhorse, Program Assistant III	Marie Miller, TPAC Recorder

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

Vice Chairman Ted Leybold 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.

#### **2. Comments From the Chair and Committee Members**

- **Committee input form on Creating a Safe Space at TPAC** (Vice Chairman Leybold)  
Vice Chair Leybold noted the chat area in Zoom where a link to adding input to “Creating a Safe Space at TPAC” had been placed. Members and guests were encouraged to use the link during the meeting for comments or input, which would be reviewed at the end of the meeting. The logistics in Zoom were briefly reviewed, including where participants and attendees are listed, features to raise hands, mute/unmute, and share screen.
- **COVID-19 and racial equity updates from Metro and Region** (Vice Chairman Leybold and all)  
Vice Chair Leybold noted that Metro Regional Center will remain closed to the public through the end of this calendar year. Meetings scheduled will be done virtually. In efforts to address lower budget forecasts, Metro staff are taking a second round of furloughs through the rest of the calendar year. Response time from staff may be delayed with these furlough days in place.

Jeff Owen announced that the Steel Bridge work has been completed. A survey on reimagining public safety and security on transit is now open for public comment. The link for this is: [trimet.org/publicsafety](https://trimet.org/publicsafety)

Glen Bolen announced that the Interstate Bridge is having major service work done, starting Sept. 12 through Sept. 20. All northbound traffic will be impacted. It was advised to plan accordingly.

- **Monthly Metropolitan Transportation Improvement Program (MTIP) Amendments Update** (Ken Lobeck) Vice Chair Leybold noted the monthly submitted MTIP formal amendment and administrative modification project lists through the August 2020 timeframe in the meeting packet, submitted by Ken Lobeck. For any questions on these projects contact Mr. Lobeck.
- **Fatal crashes update** (Lake McTighe) Information on the current the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties over the previous month and the total for the year was presented by Lake McTighe. Preliminary data from this report often change once more is known about crashes. From the past report, three previous fatalities have changed to be listed as death from natural causes and suicide. As of August 23, three fatalities have been added to the total, bringing the total in the region to 66 this year. Total fatalities in the state at this time are 278. Ms. McTighe noted a planned regional public safety workshop in coming months.

Jeff Owen asked if the monthly fatal crash updates would be included in JPACT meeting packets as TPAC previous recommended. Ms. McTighe noted this is still being considered but the opportunity to discuss with staff has been limited so far. It should be addressed soon.

Glen Bolen noted several protective crossings added to sections of roads by the City of Portland. They have also lowered the speed limit from 35 to 30 in areas that will help with vehicle, pedestrian and bicyclist safety.

- **Jurisdictional Transfer upcoming public comment period** (John Mermin)  
John Mermin noted the memo in the meeting packet regarding the release of the draft report and public comment period September 15 – October 22 and invite members to submit any further feedback on the report during this window. Engagement tools for sharing feedback with staff was included in the memo. In December 2020, staff will share with TPAC, JPACT and Metro Council what was heard through public comments, and a recommendation for future regional action from the consulting team. Metro staff will be requesting action on a Resolution to accept the final report for inclusion in 2023 RTP Technical Appendix.

**Comments from the committee:**

- Karen Buehrig asked what requires an official comment period for projects. Mr. Mermin said he would check with the communications engagement team on this, noting input on technical feedback with projects are often made, not necessarily policy required. Mr. Leybold added public comments are required for funding or policy proposals, but Metro studies can receive helpful input in technical terms from public comments.
- Chris Deffebach acknowledged the work by Mr. Mermin with Washington County on this project. Clarification was asked on the report adopted in the 2023 RTP Appendix for what reference or use. Mr. Mermin noted the report was to be housed in the appendix for reference location, not leading to policy changes in the RTP.
- Karen Williams announced that Oregon DEQ has just accepted the invitation to participate as an agency in the I-205 tolling project environmental process.

### 3. Public Communications on Agenda Items

Mr. Doug Allen, Director, Association of Oregon Rail and Transit Advocates (AORTA), asked consideration of TPAC and JPACT to read the letter AORTA provided to TriMet with their concerns about the Red Line project. The association feels the project fails to meet reasonable standards of equity and cost-effectiveness. Mr. Allen urged TPAC to think about how projects of this size and importance should address more forward-thinking, equitable and cost effectiveness with significant amounts of funding. Jeff Owen, TriMet representative on TPAC thanked Mr. Allen for his letter with good input and thoughts on these issues.

### 4. Consideration of TPAC Workshop Minutes from July 22, 2020 *Informational agenda item*

No action needed for approval. No corrections or additions to the workshop minutes noted.

#### Consideration of TPAC Minutes from August 7, 2020

**MOTION: To approve the minutes from August 7, 2020 as presented.**

Moved: Jeff Owen

Seconded: Glen Bolen

**ACTION: Motion passed with two abstentions; Don Odermott and Karen Williams.**

- ### 5. Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5127 (Ken Lobeck)
- Mr. Lobeck provided TPAC information on Formal Amendment 20-5127 which completes required final corrections to the 2018-21 Metropolitan Transportation Improvement Program (MTIP), amends complete technical corrections, and adds new projects as part of the transitional formal amendment to the 2021-24 MTIP.

A short summary of the 15 projects included in the September 2020 Formal Transition Amendment was described, and also included in the meeting packet. The fifteen projects in the September Formal Transition MTIP Amendment bundle represent part two of the two-part formal transition amendment.

Comments from the committee:

- Karen Buehrig asked for clarification between projects in the UPWP and MTIP. Regarding the Freight Planning Study it was thought planning was not included in the MTIP. Mr. Lobeck noted the multiple factors with UPWP planning projects when certain projects become stand-alone project primarily because they use consultants and require IGAs. Another example besides the Freight Study is the Corridor System Planning project. Mr. Leybold added that where money that can be spent on capital projects, if used for planning activity, needs to be included in the TIP. They track the allocation of funds through the TIP on these projects. It was agreed there are complexities in issues between UPWP and the TIP, but effort to continually improve.

**MOTION: To provide JPACT an approval recommendation of Resolution 20-5127 consisting of fifteen projects in the September Formal Transition Amendment Bundle enabling the projects to be amended correctly into the 2021-24 MTIP in October with final approval to occur from USDOT.**

Moved: Karen Buehrig

Seconded: Jessica Stetson

**ACTION: Motion passed unanimously.**

**6. DEQ Efforts to Implement Governor Brown’s Climate Action Executive Order 20-04** (Colin McConnaha & Michael Orman, DEQ)

Mr. McConnaha and Mr. Orman provided information on the Governor’s Executive Order 20-04, directing state agencies to take actions to reduce greenhouse gas emissions and consider climate change in agency planning. The executive order established science-based greenhouse gas emissions reduction goals for Oregon of at least 45 percent below 1990 levels by 2035 and at least 80 percent below 1990 levels by 2050. The order contains several directives to the Environmental Quality Commission and the Department of Environmental Quality to take action consistent with existing legal authority to reduce emissions toward meeting the science-based goals. One of the specific directives is for the EQC and DEQ to “cap and reduce” greenhouse gas emissions from three sectors including large stationary sources, transportation fuels, and liquid and gaseous fuels, including natural gas.

A critical aspect of establishing programs to cap and reduce greenhouse gas emissions in Oregon is strong public engagement in the program development process, particularly by communities that may be most affected by such policies. Comments received after the submission of the preliminary report demonstrated a widespread understanding of the importance of engaging these communities. DEQ will ensure there are meaningful opportunities for public and stakeholder engagement and input throughout the new emissions cap and reduce program development process.

The executive order also directs DEQ to expand the existing Clean Fuels Program with the goal of reducing the average amount of greenhouse emissions per unit of fuel energy by 20 percent below 2015 levels by 2030, and 25 percent below 2015 levels by 2035. There is also a directive to four state agencies, including DEQ to implement the Statewide Transportation Strategy. DEQ recognizes the potential interplay between new emissions cap and reduce programs, the expansion of the clean fuels program, and the development of other state and local programs to reduce greenhouse gas emissions.

During technical workshops and Town Halls this fall, DEQ will explore and refine policy options with the public and stakeholders prior to the initiation of the agency’s formal rulemaking.

- Greenhouse Gas Emissions Reduction Goals, Sectoral Caps, Limits for particular Entities, and the Trajectory(ies) of Reductions
- Scope of Program Coverage, Greenhouse Gas Emissions Thresholds, and Regulated Entities
- Distribution of Compliance Instruments
- Cost Effectiveness and Cost Containment
- Options to Avoid, Minimize and/or Reduce Environmental, Public Health and Adverse Economic Effects on Particular Communities and Economic Interests

The work plan to expand the Oregon Clean Fuels Program was presented. The current CFP is designed to reduce the average carbon intensity of transportation fuels used in Oregon by at least 10% below 2015 levels by 2025.

The Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction (STS) is Oregon’s carbon reduction roadmap for transportation and includes strategies for substantially reducing GHG emissions. Six categories of strategies and 133 elements were identified in the STS. The categories included:

- Vehicle and Engine Technology Advancements
- Fuel Technology Advancements
- Systems and Operations Performance

- Transportation Options
- Efficient Land Use
- Pricing Funding and Markets

Following completion of the STS, ODOT developed a Short-Term Implementation Plan (2014), detailing actions in the first five years that ODOT would undertake. In 2018 ODOT documented its progress in implementing the actions and in achieving the STS overall. Although progress was made on several of the actions, overall GHG emissions from transportation have increased in recent years. Longer term, emissions are expected to reduce but there is a significant gap between today's plans and trends and the STS vision in 2050. Thus Oregon is not on the right path to meet Oregon's goals for reducing GHG emissions and the STS vision.

To move in the right direction of the STS vision, actions should be responsive to achieving the following sub-objectives:

- Reduce Vehicle Miles Traveled Per Capita
- Support Use of Cleaner Vehicles and Fuels
- Consider GHG Emissions in Decision-Making

The actions chosen for this first STS Multi-Agency Implementation Work Plan will be leveraged with and complement the other individual agency work described above. Efforts will also needed by local jurisdictions, the private sector, and the public in order to see significant GHG emission reductions. Further information was provided from the Multi-Agency Implementation Work Plan on policy actions and program objectives. Website links were provided:

<http://www.oregon.gov/deq/ghgp/Pages/capandreduce.aspx>

<https://www.oregon.gov/odot/Programs/Pages/Every-Mile-Counts.aspx>

Comments from the committee:

- Glen Bolen asked what MHD stands for. This was answered by Karen Williams: Medium and Heavy Duty Diesel.
- Jeff Owen asked if the increase in freight emissions shown on slide 14 assumed current projector with fuel mix and vehicle sizes used in 2010. It was noted a more current 2018 ODOT report showed a growth in this projected trend. It was suggested information from these reports could be used with current freight planning studies for emission reductions. Tim Collins working on the Metro Regional Freight Study will be informed with these developments.
- Glen Bolen noted how complicated these issues were from the presentation. Regarding land use, displacement of marginalized populations in areas that caused travel changes, it was noted that at times we may become counter-productive with GHG reduction goals. It was important to understand how these issues worked together. It was added that in addition to what DEQ presented on Every Mile Counts efforts, DLCD, ODOT and other agencies are looking at new, existing, and long-term projected programs to implement positive reductions to emissions.

It was asked why the drop in projected emissions was so strong in 2030, but then escalated in 2050 in the presentation. Mr. Orman noted reductions were modeled on several factors, and assumptions change with new versions of data. Mr. McConnaha noted the projected emissions mentioned related to the electric vehicle sector accounting for the drop in 2030. As the initiatives with Climate Action Executive Order 20-04 continue to be developed and implemented more updates can be provided to the committee.

**7. 2024-2027 State Transportation Improvement Program (STIP) Update** (Travis Brouwer, Glen Bolen, Talena Adams, ODOT) Travis Brouwer, Assistant Director for Revenue, Finance & Compliance, Talena Adams, Program and Funding Service Manager Region 1, and Glen Bolen, Interim Planning Manager Region 1 presented information on the 2024-2027 STIP.

The Oregon Transportation Commission is starting work to identify where to spend hundreds of millions of dollars to preserve and improve the state's transportation system. Every three years, the OTC puts together the Statewide Transportation Improvement Program (STIP) that lays out where we will invest federal and state money in the transportation system. The OTC and ODOT develop the STIP with a wide variety of participants, including cities, counties, many other partners and the public. This STIP looks all the way out to funding projects in 2024 through 2027.

There are three steps to developing the STIP.

- **Dividing up the money:** Based on the Commission's policies, priorities and goals, the OTC divides the money among programs that fix roads and bridges, address safety problems, provide more options to get around and improve our transportation system—both state highways and local roads. The OTC will decide how to divide up the money by the end of 2020.
- **Picking projects:** Once we know how much money each program has to spend we start picking projects. We use data on conditions, safety and congestion to come up with a list of the highest priority projects that help us make progress toward meeting our goals. We figure out how much each project will cost and when we could deliver them. We also work with advisory committees made up of local elected officials and citizens to help understand which projects are most important to our communities. They help us come up with a list of the best projects that fit within our budget and help us meet our goals. This list is the draft STIP.
- **Public review and approval:** The draft STIP will go out for public review in early 2023 so you can comment on the list of projects.

As with last STIP, the OTC plans to divide funds among six program categories.

- **Enhance Highway:** Highway projects that expand or enhance the transportation system.
- **Fix-it:** Projects that maintain or fix the state highway system.
- **Safety:** Projects focused on reducing fatal and serious injury crashes on Oregon's roads.
- **Non-Highway:** Bicycle, pedestrian, public transportation and transportation options projects and programs.
- **Local Programs:** Funding to local governments for priority projects.
- **Other Functions:** Workforce development, planning and data collection and administrative programs using federal resources.

Program funding allocations from past cycle of STIP and possible scenarios of allocations were shown. Included this year in the STIP is ODOT's Modern Transportation System: *Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.*



- **Preservation and Stewardship:** Preserve, maintain, and operate Oregon’s multimodal transportation system and achieve a cleaner environment.
- **Safety:** Prevent traffic fatalities and serious injuries and ensure the safety of system users and transportation workers.
- **Accessibility, Mobility and Climate Change:** Provide greater transportation access and a broader range of mobility options for Oregonians and address climate change.
- **Congestion Relief:** Invest in a comprehensive congestion management strategy for the Portland metropolitan region to benefit all Oregonians. Implement system and operational innovations to reduce traffic congestion throughout Oregon.
- **Project Delivery:** Develop practical solutions to transportation problems in order to address community needs and ensure system reliability and resiliency.
- **Innovative Technologies:** Invest in and integrate technologies to improve transportation services.

At the OTC September meeting the different scenarios will be presented on STIP funding allocations. In October the Commission will weigh in on results from projected scenarios, and in December 2020 or January 2021 make a decision on program funding allocations.

Comments from the committee:

- Mark Lear acknowledged the good work on the presentation trying to track this information. Noted was having the revenue series together and ways of testing investments; a good model Metro, Portland and others could look at modeling. Noting the three goals in the strategic plan with barriers to equity, it was asked how TPAC could engage with this and see the scenarios before a final decision is made. Mr. Lear noted support for OMPOC recommending 100% allocation and why these models of expenditures were proposed. It was suggested more work be done on scenario focus with redundant urban arterials. Mr. Brouwer mentioned the risk mitigation with having to cut programs in the STIP, so that 8-10% reduction forecasts were included in the scenarios. More discussion on this issue as funding scenarios change.
- Chris Deffebach asked for more information on the public comment period with scenarios. Mr. Brouwer noted public comments are ongoing and encouraged for all to weigh in before the September OTC meeting. In October the commission will have a specific STIP agenda item with analysis of scenarios. The STIP public comment document will be updated ongoing. In addition an online open house is planned for further comments and review between October and December.

It was asked if official recommendation from TPAC and/or JPACT on ODOT/STIP priorities was being considered. Vice Chair Leybold noted feedback from the committee could warrant this with formal recommendation, if relative to the OTC timeframe, consensus from the MPO region and jurisdictional partners, and relative to ODOTs decision moving forward prior to December decision. Discussion on changing funding opportunities and scenarios would need to be factored in with the timeline.

- Peter Hurley noted the specific language in the Governors’ Executive Order what was allowed by law incorporating climate change actions. It was asked how ODOT planned to incorporate this action with development and evaluation toward the scenarios. Mr. Brouwer noted the climate change was added since the initial order but would quickly



be incorporated to inform scenario development and used in the evaluation tool with key factors.

- Karen Buehrig appreciated the presentation and opportunity to engage with ODOT on the upcoming STIP planning process. Regarding recommending a comment or input to JPACT, it was suggested TPAC address this issue prior to a JPACT meeting this fall. Vice Chair Leybold noted the schedule and staff checking to see how this developed with ODOT's plans and OTC schedules.
- Karen Williams requested that the scenarios contain clear descriptions about the environmental implications on air quality impacts with these programs.
- Peter Hurly added that populations where diesel and other pollutants are more heavily exposed in air toxins should be included in the scenario evaluations for both climate and health issues.
- Mark Lear mentioned that when asking for TPAC/JPACT input in the process, making sure good science and facts were considerations to the scenario evaluations going to the Commission. Vice Chair Leybold agreed that tradeoffs considered with funding and having the best available information toward beneficial investments was best designed.
- Jeff Owen noted the OTC meetings were now available to listen to via audio. It was suggested that if TPAC was interested in more discussion prior to the OTC Dec. meeting the TPAC & JPACT work program might be reviewed for this agenda item.
- Glen Bolen offered to have the presentation from ODOT given to the County Coordinating Committees, which can be arranged.

#### **8. Committee Wufoo Comments on Creating a Safe Space at TPAC (Vice Chair Leybold)**

Vice Chair Leybold read the comment received on "Creating a Safe Space at TPAC" during the meeting. *I feel like we don't get a ton of questions and comments from our TPAC community reps during meetings – What can jurisdictional or agency representatives do to make sure we are helping or providing the best type of space for the community reps to actively participate?*


Comments from the committee:

- Tyler Bullen, speaking as a community representative, noted the challenge of finding what questions are being asked from presentations or what is asked for feedback or input. Community members are challenged with jurisdictional/technical complexities and acronyms in materials presented, and there is often no main purpose or clear questions posed that are asked by participants. Having clear direction on what to consider would help.
- Lewis Lem suggested the agenda layout could be better designed to help describe the expectation of presentations. The outcome for discussion only, a decision or recommendation needed, or action item listed might be helpful.
- Jeff Owen agreed on the style of agenda, clarifying what is being asked from members at the meeting. Key questions or key input needed would be helpful, and simple language more easily understood on materials.

Several agencies and jurisdictions offered their time for individual or small group meetings with community members to answer questions and have clarification on topics being discussed at TPAC. These included ODOT, TriMet, Washington County, Clackamas County, and Washington State Department of Transportation.

**9. Adjourn**

There being no further business, meeting was adjourned by Vice Chairman Leybold at 11:52 am.  
Respectfully submitted,

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

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, September 4, 2020

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	09/04/2020	09/04/2020 TPAC Agenda	090420T-01
2	TPAC Work Program	08/28/2020	TPAC Work Program, as of 08/28/2020	090420T-02
3	TPAC/MTAC Workshop Work Programs	08/21/2020	TPAC/MTAC Workshop Work Program, as of 08/21/2020	090420T-03
4	Memo	08/26/2020	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments	090420T-04
5	Memo	08/28/2020	TO TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Regional Framework for Highway Jurisdictional Transfer – Comment Period	090420T-05
6	Draft Minutes	07/22/2020	Draft minutes from July 22, 2020 TPAC meeting	090420T-06
7	Draft Minutes	08/07/2020	Draft minutes from August 7, 2020 TPAC meeting	090420T-07
8	Resolution 20-5127	09/04/2020	Resolution 20-5127 FOR THE PURPOSE OF COMPLETING REQUIRED FINAL CORRECTIONS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) PLUS AMEND, COMPLETE TECHNICAL CORRECTIONS, AND ADD NEW PROJECTS AS PART OF THE TRANSITION FORMAL AMENDMENT TO THE 2021-24 MTIP (SP21-02-SEP)	090420T-08
9	Exhibit A to Resolution 20-5127	09/04/2020	Exhibit A to Resolution 20-5127	090420T-09
10	Staff Report	09/04/2020	Staff Report to Resolution 20-5127	090420T-10
11	Report	June 2020	Program Options to Cap and Reduce Greenhouse Gas Emissions Final Report Submitted to: The Office of Governor Kate Brown By: Oregon Department of Environmental Quality	090420T-11
12	Report	05/15/2020	State of Oregon Department of Environmental Quality Preliminary Work Plan to Expand the Oregon Clean Fuels Program	090420T-12

<b>Item</b>	<b>DOCUMENT TYPE</b>	<b>DOCUMENT DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
13	Handout	N/A	Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction Multi-Agency Implementation Work Plan June 2020 - June 2022	090420T-13
14	Fact Sheet	July 2020	OTC Begins a New STIP Cycle. Follow the Process and get Involved!	090420T-14
15	Memo	08/31/2020	TO: TPAC and interested parties From: Lake McTighe, Regional Planner RE: Monthly fatal crash update	090420T-15
16	Presentation	09/04/2020	September 2020 Formal Transition Amendment Summary Resolution 20-5127	090420T-16
17	Presentation	09/04/2020	Designing a Greenhouse Gas Emissions Cap and Reduce Program	090420T-17
18	Presentation	09/04/2020	2024-2027 STIP Process Program and Funding Overview	090420T-18