



Meeting minutes

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

Date/time: Friday, October 2, 2020 | 9:30 a.m. to 12:00 noon

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

Members Attending

Tom, Kloster, Chair
Karen Buehrig
Jessica Berry
Chris Deffebach
Lynda David
Eric Hesse
Dayna Webb
Katherine Kelly
Don Odermott
Jeff Owen
Jon Makler
Karen Williams
Laurie Lebowsky
Lewis Lem
Tyler Bullen
Glenn Koehrsen
Jessica Stetson
Gladys Alvarado

Affiliate

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

Alternates Attending

Jamie Stasny
Mark Lear
Jaimie Huff

Affiliate

Clackamas County
City of Portland
City of Happy Valley and Cities of Clackamas County

Members Excused

Donovan Smith
Idris Ibrahim
Taren Evans
Yousif Ibrahim
Wilson Munoz
Rachael Tupica
Jennifer Campos
Rob Klug
Shawn M. Donaghy
Jeremy Borrego
Cullen Stephenson

Affiliate

Community Representative
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
Mike Foley
Nick Fortey
Laura Edmonds
Stephan Lewis
Andrew Mortensen
Jennifer Sellers
Sara Wright
Jennifer Dill
Jenny Liu
Mara Krinke

Affiliate

City of Beaverton
City of Lake Oswego

Federal Highway Administration
N. Clackamas County Chamber of Commerce

David Evans, Inc.
Oregon Department of Transportation

PSU/TREC
PSU
Parametrix

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	Jeff Frkonja, Research Manager
Ted Leybold, Resource Manager	Eliot Rose, Emerging Technology
Joe Broach, Research Associate	Tim Collins, Senior Transportation Planner
Summer Blackhorse, Program Assistant III	Marie Miller, TPAC Recorder

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

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

2. Comments From the Chair and Committee Members

- **Committee input form on Creating a Safe Space at TPAC** (Chairman Kloster) The link to adding comments and input for creating a safe space at TPAC was noted in the chat area of the meeting, which members are welcome to use at any time during the meeting. Comments will be collected and shared at the end of each meeting.
- **COVID-19 and racial equity updates from Metro and Region** (Chairman Kloster and all) Metro is currently having staff furloughs and some staff layoffs in each department, in order to help the budget shortfall.

Jeff Owen noted the online survey for TriMet Reimaging Public Safety & Security is trimet.org/publicsafety/. John Gardner from TriMet will present this at the January TPAC meeting. Also noted was the Gresham Max Improvements Project webpage: <https://trimet.org/alerts/gresham/index.htm>

Jessica Berry announced Multnomah County was surveying types of services most needed in which to lessen impact with planned layoffs. No effect changes to TPAC with participation.

- **Monthly Metropolitan Transportation Improvement Program (MTIP) Amendments Update** (Ken Lobeck) Mr. Lobeck referred to the memo in the packet of the monthly submitted MTIP formal amendment and administrative modification project lists through the September 2020 timeframe. For questions on the information you are encouraged to contact Mr. Lobeck.
- **Fatal crashes update** (Lake McTighe) Ms. McTighe referred to the memo in the packet that provides an update on the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties over the previous month and the total for the year. Since the memo was written an additional 3 fatalities have occurred, making the total for the year 78 in the Metro region alone. This information was been presented to JPACT as well. The information brought good discussion and thoughts for policy decisions with the data.
- **Regional Mobility Policy Update** (Kim Ellis) Ms. Ellis referred to materials in the packet: the Regional Mobility Policy Update fact sheet, and the Oregon Highway Plan Mobility Policy White Paper from Oregon Department of Transportation. The project schedule is being refined with a brief overview presented to JPACT next. Input and feedback will be sought from both MTAC and TPAC at the joint workshop Oct. 21 with draft materials sent prior to all before the workshop. Further discussion will be held in December for the committees. For questions on any information the committee is encouraged to contact Ms. Ellis.
- **Jurisdictional Transfer update** (John Mermin) The committee was reminded that the public comment period on Jurisdictional Transfer closes Oct. 22. Mr. Mermin will provide a verbal report at the Nov. TPAC meeting, with action requested on the update in December.
- **Reminder for Oct. 7 TPAC workshop on Regional Congestion Pricing Study, 9-11:30 am** (Chairman Kloster) Chairman Kloster reminded the committee of the second workshop on Regional Congestion Pricing Study on Oct. 7. The committee is encouraged to attend.
- Jon Makler announced the retirement of Jerri Bohard, ODOT Policy, Data & Analysis Division Administrator. Her retirement is planned for early next year.

3. Public Communications on Agenda Items

Stephan Lewis, SW Steering Committee, addressed concerns with project #11 in the monthly submitted MTIP amendments under comments from the chair. The project name is listed as OR99W/Barbur Blvd Area: Sidewalk Infill Projects. The amendment adds phases; ROW and ur phases are added to the project at \$50k each. Funds drawn from construction. Two site locations: 24th/25th Ave - Multnomah to Spring Garden and 40th Ave are dropped from the scope as they will be completed separately from this project.

Mr. Lewis noted the funding coming off this project for the site locations was a concern given the steering committees' working with PBOT to move census tracking to census blocks data to identify higher equity scores. Mr. Leybold noted the project was a City of Portland project, RFFA funding before the SW Corridor project for formally approved. Since then the two locations in the project were changed due to shortage on budget, redevelopment funds available, scope refinement with design issue changes, and local funds available to complete the project as opposed to requirements from changes using Federal funds. The City of Portland

TPAC members agreed to this analysis. Mr. Lobeck noted the project was still being funded, but identified using different funding mechanisms.

4. **Consideration of TPAC Minutes from September 4, 2020** *Tabled until next meeting.*
5. **Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 20-5130** (Ken Lobeck) Mr. Lobeck presented the October 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 20-5130 and being processed under MTIP Amendment OC21-03-OCT. In summary of the five projects:

Project 1: Region Wide ITS Improvements and Upgrades

AMENDMENT ACTION: SPLIT PROJECT (Combine into Key 18841)

The formal amendment splits funding and scope from Key 20474 and combines it into 18841 for increase delivery efficiency. Combining scope/funds from the Region wide ITS improvements and upgrades project (K20474) into the OR217 project (K18841) will provide additional safety features identified through project development including additional Variable Advisory Speed (VAS) signs, installation of sign structure catwalks, and additional maintenance pads to allow safer access to the facilities without requiring lane closures. The Preliminary Engineering (PE) phase remains here with the contraction phase combined into Key 18841.

The combining effort will also result in adding an automated traffic recording station. OR217 is the only major highway in the ODOT Region 1 network that does not yet have this equipment installed to provide detailed traffic statistics, data needed for capacity calculations and pavement designs, as well as work zone restriction requirements. By delivering these improvements as part of the larger OR217 project, ODOT will realize cost savings over delivering these elements as a future stand-alone project. The remaining funds on K20474 will be used to complete design of high priority ITS improvements to be constructed in the next STIP cycle.

Project 2: OR217 Southbound: OR10 to OR99W

AMENDMENT ACTION: COMBINED PROJECT

As stated for Key 20474, combining scope/funds from the Region wide ITS improvements and upgrades project (K20474) into the OR217 project (K18841) will provide additional safety features identified through project development including additional Variable Advisory Speed (VAS) signs, installation of sign structure catwalks, and additional maintenance pads to allow safer access to the facilities without requiring lane closures.

The funds will also add an automated traffic recording station. OR217 is the only major highway in the ODOT Region 1 network that does not yet have this equipment installed to provide detailed traffic statistics, data needed for capacity calculations and pavement designs, as well as work zone restriction requirements. By delivering these improvements as part of the larger OR217 project, ODOT will realize cost savings over delivering these elements as a future stand-alone project.

The remaining funds on K20474 will be used to complete design of high priority ITS improvements to be constructed in the next STIP cycle. The additional Bike/Ped Program funding will fully fund bike/pedestrian safety improvements along Hall Blvd. This critical system connectivity improvement will widen the Hall Blvd-OR217 overcrossing 19 feet to the north, allowing for added bike lanes in both directions and building sidewalk along the north side of Hall Blvd. The additional Bridge Program

funding will address the increased unit prices of the planned rail retrofit work and the additional illumination replacement, signal replacements and associated temporary traffic control triggered by the bridge work.

Project 3: I-5: Boone (Willamette River) Bridge

AMENDMENT ACTION: SPLIT PROJECT

Key 21218 I-5: Boone (Willamette River) Bridge is at the southern project limits of K20411 I-5: I-205 Interchange - Willamette River. Combining the projects will result in reduced traffic control costs and allow for better coordination of the work with one contractor, rather than two. The PE phase is left programmed in Key 21218.

Project 4: I-5: I-205 Interchange - Boone (Willamette River) Bridge

AMENDMENT ACTION: COMBINE PROJECT

Combining the projects will result in reduced traffic control costs and allow for better coordination of the work with one contractor, rather than two. Additionally, the scope from K21218 is being reduced from a deck overlay, joint repairs and seismic retrofit to just a deck overlay due to funding limitations. Seismic retrofit will be completed as a future project once a long term solution has been identified to provide additional capacity over the Willamette River in this location. This constitutes a major scope change and triggers a full STIP amendment.

Two of the bridges within the limits of K20411 (bridge IDs 09743B and 09743C) currently have a rail height of 32". The overlay would reduce the height to 31". For a low cost (\$180,000), the bridge rails on this high use interchange can be retrofitted to gain acceptable rail height and improve safety. Work can be completed while the ramp bridges are closed for other work on the ramps and bridges.

Project 5: Preventative Maintenance (2019 HIP Fund Exchange) (New Project)

AMENDMENT ACTION: ADD NEW PROJECT

The formal amendment adds a new preventative maintenance project for TriMet based on Metro-TriMet fund exchange. Federal FY 2019 Highway Infrastructure Program (HIP) funds were allocated to ODOT which Metro receives a portion. ODOT and Metro agreed on a fund swap to convert the HIP to STBG-U funds. Metro now is completing the fund exchange with TriMet. The fund exchange is \$7,305,682. \$3,305,682 is committed to support TriMet's Preventative Maintenance program needs. TriMet is providing the local match (10.27%) to the exchanged STBG-U funds.

The remaining \$4 million has been committed to the MAX Red Line Extension project. Metro and TriMet maintain a formal IGA, #936755 documenting the fund exchange. Although converted to STBG-U federal funds, the funds have a shelf-life obligation deadline of September 2022.

Comments from the committee:

- Chris Deffebach added appreciation for the funding allocation to the 217 project. Having active transportation funding with these projects, including the Beaverton Bike/Ped improvements helps with safety concerns in this area.

MOTION: To approve recommendation for the 5 projects to JPACT for Resolution 20-5130 under MTIP Amendment OC21-03-OCT.

Moved: Chris Deffebach

Seconded: Don Odermott

ACTION: Motion passed unanimously.

6. Oregon Passenger Rail Program and Corridor Investment Plan (Jennifer Sellers, ODOT/Mara Krinke, Parametrix/Andrew Mortensen, David Evans, Inc.)

Ms. Sellers presented information from the Oregon Department of Transportation that completed its analysis for improved passenger rail service between Eugene-Springfield and Portland — a 125-mile segment. This segment is part of the federally designated Pacific Northwest Rail Corridor.

The results of the analysis are documented in a Draft Tier 1 Environmental Impact Statement (EIS) reviewed by the Federal Railroad Administration. Information in the DEIS includes the general rail alignment, communities where stations would be located, and service characteristics such as the number of daily trips, travel time objectives and recommended technologies. This environmental review helps ODOT and FRA make important decisions, including selecting the general rail alignment and communities where stations would be located.

We will also determine several service characteristics, such as the number of daily trips, travel time objectives and the technologies to be used — for example, whether the trains will be powered by electric or diesel-electric engines.

Funding for the Oregon Passenger Rail project comes from a combination of state and federal funds. ODOT received \$4.2 million in federal grants to continue planning efforts for improved passenger rail service between Eugene and Portland. ODOT is adding \$5.8 million to the project. The Oregon Passenger Rail EIS is required in order for Oregon to compete for future federal and state construction funding for the high-speed rail corridor between Eugene and Portland.

Ms. Sellers noted how COVID-19 has impacted rail passenger ridership and recovery efforts. Oregon investments to improve passenger rail include newer and additional trainsets, improvements to facility stations and upgraded schedules, and the Corridor Investment Plan.

Ms. Krinkle explained that the purpose of the plan was to improve the frequency, convenience, speed, and reliability of passenger rail service. The need comes from increasing intercity and regional travel demands, limited rail system capacity, demands from anticipated population growth and safety needs.

Mr. Mortensen noted that the Service Development Plan:

- Includes operating, capital, and business plans.
- Demonstrates operational and financial feasibility.
- Establishes the value and merit of the service.

Ms. Sellers concluded with the next steps in the project.

1. Finalize FEIS and Service Development Plan
2. FRA Record of Decision
3. Model and prioritize projects with UP
4. Pursue combination of federal and state funding

Comments from the committee:

- Chairman Kloster asked how the Governors' Directive on Climate Change was being addressed in the plan, and if the operational plan was addressed with equity there. The panelists confirmed the climate directive was part of the NEPA analysis, in how ridership was being

studied and analyzed, and in the service plan where multi-modal travel patterns, emission models and benefit cost analysis was included. Ms. Sellers added that in the next legislative session the service recovery plan will include equity elements.

- Jeff Owen asked for clarification on rail stations in the Portland area. There are two; Oregon City and Union Station. Regarding high rail speed, where are the main terminals for these in Oregon? It was noted the initial plan being in Portland, but plans with the study are still underway and not decided. Issues with feasibility, funding, equity and climate will be studied further before final decisions are made.
- Chris Deffebach asked what funding match is being sought, Union Pacific? Ms. Sellers noted Union Pacific is a partner in the project but has not yet added funds. The modeling efforts that would show benefit to both passenger and freight rail service may encourage further funding.
- Jaimie Huff asked what the timeline was for the FEIS/SDP finalization. It was noted the project is currently in the evaluation process and should complete the record of decision in the next few months, estimated Feb/March 2021.

7. Metropolitan Planning Organization (MPO) 2024-2027 Statewide Transportation Improvement Program (STIP) comment letter Grace Cho/Ted Leybold, Metro)

Mr. Leybold provided an overview of the purpose of the comment letter to Oregon Transportation Commission. ODOT has started the process to review budget revenues for the 2024-27 STIP with evaluations of funding allocations across different programs. Following last TPAC meeting, interest from members in participating with MPO partners in the funding allocations, to then prioritize and select projects in the region resulted in further discussion.

Ms. Cho noted the materials in the packet. Regarding the timeline, the five messages in the draft comment letter will be presented to JPACT in mid-October. Additional information from OTC since they met on this issue have been added to the packet. Before the Commission meets in early December and early January 2021, opportunity to add comments on the 2024-27 STIP funding allocations will be available.

Metro staff has developed a set of proposed key messages/themes to incorporate into a draft comment letter to take forward to JPACT. The following are the proposed key messages:

Message 1: Focus on a transparent 2024-2027 STIP process that engages across all stakeholders throughout the development.

Message 2: Focus the state's transportation investments to advance mutually shared goals by the Commission and the Portland metropolitan region. More specifically, state investments should focus on safety, equity, managing congestion, and reducing greenhouse gases.

Message 3: The current funding structure of the STIP is not addressing significant transportation needs in the Portland metropolitan region.

Message 4: To best meet the goals and objectives in the Commission's Strategic Action Plan, focus the investments in the 2024-2027 STIP towards the state's urban arterials.

Message 5: Partnerships are necessary to achieve the Commission's goals. Provide direction to pursue partnerships and leverage ODOT administered funding to achieve shared goals between the state and the region.

Comments from the committee:

- Jeff Owen noted the funding splits between regions (page 77 of the packet). It was asked if a comparison between regions could show populations and/or road miles. It appears Region 1

and 2 are close to funding amounts, yet populations are notably different. It was suggested to insert measurement of people movement or average daily traffic in regions. Ms. Cho noted this refinement to the text of the draft comment letter is welcome.

- Eric Hesse noted the required Federal coordination between the State and regional planning. Concerning transportation funding investments, it was suggested to focus on the discreet ask of having the STIP better structured so that partners can be aligned for leveraging funding.
- Don Odermott noted being respectful of asking possible redirection of funds that are ODOT's source of funding. With outcomes yet unknown from the coming election, STIP allocations could change/highlight partnership direction, or accent desperate need if not successful. State arterials remain a high priority with safety as our common need to address.
- Karen Buehrig noted from the perspective of Clackamas County, they see themselves as a microcosm of the state of Oregon, with 1/3 of the County is urban land, so that rural areas are given importance as well. Regarding message 1, it was appreciated thanks be given to ODOT for the transparency of the work that has helped with the process over time. In message 2, it was suggested to show difference of scenarios concerning shared values in our region.

When looking at the funding categories, message 3 could bring in specifics at how going beyond limiting these funds to large projects that can be leveraged through partnerships. It was suggested to take out the word "urban" in message 4. Rather, the focus of STIP funds is important in all state arterials, noting that RFFA funds are not available outside the Metro region. With partnership acknowledgement to leverage funds, it was suggested the message not be for prioritizing projects.

- Chris Deffebach thanked the staff for the information. Message 1 noted the input from ACT and further outreach for comments. If something from Metro is specifically wanted, it would be good to know that. The additional reports on message 2 were appreciated. It may be more valuable to evaluate priorities around the state after scenarios are presented. The RTP values may be not as applicable from the entire state.

It was suggested that more technical input on message 4 could be provided. The Commissions' action plan should not be too intricately combined with the focus of the 2027 STIP. Again, urban arterials do not always apply to the whole state. It was suggested that not every region has the same resources, and that equity, partnerships and available funds to leverage can be viewed differently.

- Eric Hesse noted the timing of the election and possible different outcomes that could change proposed state funding. It was asked how this timeline for ARTS interacts with the STIP process. The ARTS application closes Dec. 11, 2020. Defining the urban vs rural arterials with design language could be helpful. Recognizing the 4 RTP values that have emerged as ODOT's priorities as well is important and appreciated.
- Jon Makler encouraged members to watch the Sept. OTC meeting that discussed this information. Referring to page 95 of the packet, the bar chart shows a choice of STIP scenarios with potential funding listed with project categories. The OTC has heard clearly from stakeholders how values are reflected in scenarios, but are still evaluating best investments between projects. It was suggested to evaluate how non-highway, enhancement and safety projects can best be allocated.

Ms. Cho appreciated the feedback provided from TPAC. This will be included in the presentation at JPACT in October, and with further discussion at the November TPAC meeting.

8. Active Transportation Return on Investment Study: Preliminary Findings (John Mermin, Metro/Jennifer Dill, PSU/TREC/Jenny Liu, PSU/Joe Broach, Metro)

Mr. Mermin started the presentation with an overview of the study. The Active Transportation Return on Investment (ATROI) study was recommended by JPACT and Metro Council in Spring 2018. The recommendation was made along with the approval of project development funding to help prepare a pipeline of active transportation projects and better position the region for future funding opportunities. The study provides the opportunity to advance implementation of active transportation projects in the region by assessing and communicating the benefits of active transportation projects. The study will be considered during future policy discussions for Regional Flexible Funding Allocations.

The technical analysis has focused on two types of projects that have been constructed in the region since the late 1990s:

- Task 1. 2040 Catalyst projects that retrofit busy commercial streets with pedestrian friendly treatments aimed at catalyzing economic development within 2040 Centers, Main Streets or Station Communities. Portland State University (PSU) is conducting the analysis for Task 1.
- Task 2. Longer gap-filling projects that complete key routes within the regional bicycling network with the potential to increase bicycle mode share. Metro Research Center staff is conducting the technical analysis for Task 2.

In addition to the technical analysis, PSU is collecting qualitative information (Task 3) including stakeholder interviews, before/after photos, etc. to help tell the story of each project through brief case studies. PSU and Metro Research Center staff will continue analyzing projects and are scheduled to complete their work by January 2021. The committee is encouraged to contact the ATROI project team with questions on more details.

Comments from the committee:

- Lewis Lem noted the complexity of the projects. It was asked to clarify the purpose of the study regarding impacts from economic changes in particular corridors and taking certain variables out of the equation that show clear data. Ms. Lin noted the graphs in the presentation showing trend comparisons used to factor out overall larger economic factors, such as recession. The trend comparisons are limiting when studying the data as a whole region. Other statistical data is providing the full picture showing different corridors.

9. Committee Comments on Creating a Safe Space at TPAC (Chairman Kloster & all)

Chairman Kloster shared the comments received during the meeting:

- A few unexplained acronyms in our guest presentations – good to remind all presenters to minimize acronym use or provide glossary.
 - As options, these can be explained in the chat area during the meeting or asked of presenters to define what they mean.
- It would be appreciated for the chair not to dominate the discussion at the end of each presentation and give deference to committee questions.
 - Chairman Kloster acknowledged efforts to allow time for committee questions and comments with presenters following their presentations.

10. Adjourn

There being no further business, meeting was adjourned by Chairman Kloster at 12:05 pm.
Respectfully submitted,

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

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, October 2, 2020

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	10/02/2020	10/02/2020 TPAC Agenda	100220T-01
2	TPAC Work Program	09/25/2020	TPAC Work Program, as of 09/25/2020	100220T-02
3	TPAC/MTAC Workshop Work Programs	09/17/2020	TPAC/MTAC Workshop Work Program, as of 09/17/2020	100220T-03
4	Memo	09/24/2020	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments	100220T-04
5	Memo	09/24/2020	TO TPAC and interested parties From: Lake McTighe, Regional Transportation Planner RE: Monthly fatal crash update	100220T-05
6	Handout	August 2020	Regional mobility policy update	100220T-06
7	Handout	August 2020	KEY FINDINGS BRIEF: OREGON HIGHWAY PLAN MOBILITY POLICY WHITE PAPER	100220T-07
8	Resolution 20-5130	10/02/2020	Resolution 20-5130 FOR THE PURPOSE OF AMENDING OR ADDING NEW PROJECTS TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) IMPACTING ODOT AND TRIMET (OC21-03-OCT)	100220T-08
9	Exhibit A to Resolution 20-5130	10/02/2020	Exhibit A to Resolution 20-5130	100220T-09
10	Staff Report	09/24/2020	Staff Report to Resolution 20-5130 With attachments	100220T-10
11	Memo	09/24/2020	To: TPAC and interested parties From: Grace Cho, Senior Transportation Planner RE: 2024-2027 STIP – Portland MPO Comments – Proposed Draft Comments and Input	100220T-11
12	Handout	N/A	2021 – 2024 STIP Funding Allocations	100220T-12
13	Letter	09/10/2020	TO: Oregon Transportation Commission From: Kristopher W. Strickler, Director RE: 2024-2027 Statewide Transportation Improvement Program and Funding	100220T-13
14	Presentation	Sept. 2020	2024-2027 STIP Process	100220T-14

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
15	Memo	09/25/2020	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Active Transportation Return on Investment (ATROI) study – Preliminary Findings	100220T-15
16	Presentation	10/02/2020	October 2020 Formal Amendment Summary Resolution 20-5130	100220T-16
17	Presentation	10/02/2020	OREGON PASSENGER RAIL	100220T-17
18	Presentation	10/02/2020	Active Transportation Return on Investment Study Preliminary findings	100220T-18